

THE AUTOMOBILE



BLUE BOOK

VOLUME 1
NEW YORK AND CANADA

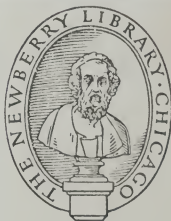
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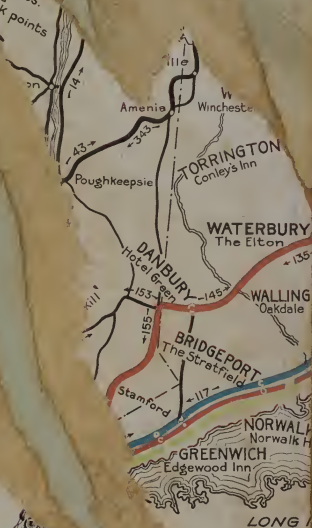
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Trunk-Line Index Map of New York

With Portions of Adjacent States
and Canada

Showing Routes Contained in
This Volume of The Official
Automobile Blue Book



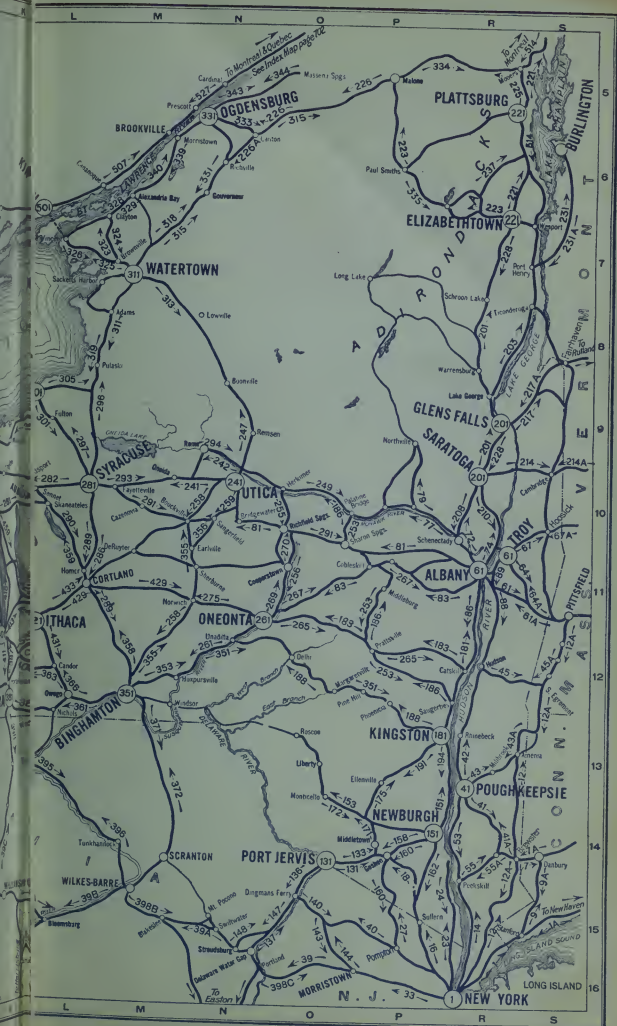
SPECIAL NOTICE

Large Circles are **Route Centers**. Numbers in circles represent **first route number** under each section. Numbers on route lines are **route numbers** shown at head of each route and at upper outside corner of each page, **not to be confused** with page numbers at bottom of pages.

USE INDEX TO CITIES AND TOWNS
page 7, for finding routes to intermediate points.

TRUNK LINE INDEX MAP
OF ROUTES IN
NEW YORK STATE
WITH CONNECTIONS INTO
ADJACENT STATES
& CANADA

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Volume

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Volume 1

New York and Canada

THE AUTOMOBILE



BLUE BOOK

**A Touring Guide to the best and most
popular routes in New York
and Canada**

In connection with Volume 2, covering New England
and the Eastern Canadian Provinces; Volume 3,
covering New Jersey, Pennsylvania, Delaware,
Maryland, District of Columbia, South-
eastern States, and Volume 4, covering
the Middle Western States.



Published by

**THE AUTOMOBILE BLUE BOOK
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AMERICAN AUTOMOBILE ASSOCIATION

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HOW TO USE THE NEW BLUE BOOK

IN A NUTSHELL—Find destination in **LIST OF CITIES AND TOWNS**, pages 7 to 21. Then turn to page specified for **INDEX MAP**. Note route number on heavy black line passing through point sought. Turn to corresponding number at upper outside corner of page in text.

THE TABLE OF CONTENTS, page 5, shows under separate classifications the entire contents of this volume.

THE TRUNK-LINE MAP, pages 1B and 1C, shows graphically the routes and principal towns only, omitting all minor detail. A careful study of this new map should be made.

The body of the work has for convenience been divided into sections, a list of which appears under the Table of Contents, page 5.

GRAPHIC INDEX MAPS are placed at the beginning of each section and should be consulted for intermediate detail of all routes.

To aid in the study of these maps there has been prepared a **List of Routes**, page 25, to and from terminals only; also an **alphabetical list of all towns and cities** on Index Maps, properly keyed, appears on pages 7 to 21, which will accurately locate points of destination.

For further detail reference may be had to the separate **Route Maps** (list on page 24) and the numerous **City and Town Street Maps** (list on page 23).

ARRANGEMENT OF ROUTES. All routes are numbered consecutively and these route numbers appear on the **route heading** and at the upper outside corner of **each page** in bold type. Under no circumstances must these be confused with the page numbers at the bottom of the page in small type. These route numbers also appear on the sectional index maps and trunk-line index map with arrow pointing the direction.

FORM OF ROUTES. A new style of text has been adopted—the greater part of the routes in this volume are so written. A study of this new style will demonstrate its utility. The distance at each turn or fork, and at each city or prominent village, is brought out in the marginal distance column, clearly indicating when instructions are necessary for the proper guidance of the tourist. The intermediate distances in the second marginal column show exactly how far it is from the last turn or center of the last town. All distances indicating RR. crossings, bridges, and other points not absolutely essential for running directions, are kept in the body of the text.

Descriptions have in all cases been condensed so that many thousands of miles have been added without a corresponding increase in the size of the book.

DESCRIPTIVE TERMS most frequently used are explained as follows:

The terms **right** and **left** are always used rather than a reference to points of the compass.

HOW TO USE THE NEW BLUE BOOK

Keep right means avoid fork or branch road to left.

Bear right means turn slightly to right.

Turn square right is to turn a right angle, or 90 degrees.

Jog right and left means a turn to the right and an immediate turn to the left.

Cross-roads or four-corners are where two roads cross. At **three-corners** three roads join at about equal angles. A right or left-hand road meets but does not cross a straight road. A **fork** is when two roads diverge at usually less than a right angle. At **end of road** a turn is made to right or left.

Cross RR. means cross tracks at same level with road.

Over RR. bridge is where road passes above tracks on bridge, sometimes called a **RR. overhead**.

Under RR. means that railroad goes overhead on bridge. This is also sometimes referred to as a **RR. underpass**.

The character of roads is summarized in the route headings and in all cases the reverse route number and route map page is there given. At the end of each route and at junction points will be found a reference to connecting routes.

THE ODOMETER. Starting on a trip, the odometer or "distance measure" on every properly equipped touring car should be set at zero, if at the starting point of a route. But if joining the route at some **intermediate point**, care should be taken to set the odometer so that the figures will exactly agree with those in the text. Every prospective buyer of an odometer should see that the instrument may be thus set, since every instrument which can only be set at zero is practically useless in following route directions in a guide book. An occasional inspection of the dial should be made for verification, and allowance made for variation of instruments or wheel diameter.

NEW DIVISIONS. Old users of the Blue Book will not be confused by the several new sections added, for the general arrangement and sequence of routes has been preserved. On the contrary, it is a source of much gratification to the publishers to present so much new route matter covering such a greatly extended territory.

HOTELS AND GARAGES. The various hotels and garages listed in the Blue Book are the best in their respective localities, and according to the best information obtainable, are prepared to give full value in service and attention to automobile tourists. Apparent exceptions to this rule may be found in those hostelrys whose attitude of aloofness toward publications advancing the interests of automobile touring will doubtless be reflected in the welcome extended to motoring tourists.

IN A NUTSHELL—Find destination in **LIST OF CITIES AND TOWNS**, pages 7 to 21. Then turn to page specified for **INDEX MAP**. Note route number on heavy black line passing through point sought. Turn to **corresponding number** at upper outside corner of page in text.



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CAUTION—Always use the **INDEX TO CITIES AND TOWNS**, on pages 7 to 21, in connection with **SECTION INDEX MAPS**, for locating routes to intermediate points which are not route centers.

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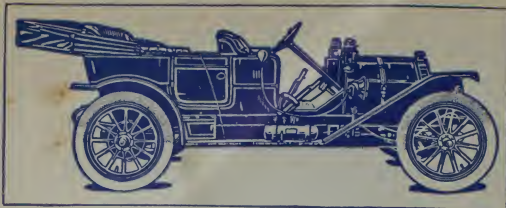
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ALWAYS USE THIS INDEX in connection with **SECTION INDEX MAPS** shown on pages indicated for locating routes to any city or town in this territory.



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MICHELIN STOCKISTS

IN

NEW YORK STATE

Town	Stockist
Albany	Albany Garage Co., Wm. & Howard Sts.
Buffalo	Buffalo Motor Sales Co., 437 Pearl St.
Buffalo	Poppenburg Auto Co., 672-674 Main St.
Buffalo	Sagamore Motor Supply Co., 1133 Main St.
Central Valley	R. F. & W. M. Weygant
Glens Falls	Miller Brothers, 12-14 Maple St.
Huntington, L. I.	Sammis & Downer Co., New York Ave.
Hyde Park	Samuel R. Rogers, East Market St.
Kingston	Kennedy & Davis, 521-31 Broadway.
Mount Vernon	Hemmings Auto Garage, Cor. N. 3rd St. & Sidney Ave.
Middletown	Hotel Brown Garage, Henry St.
New Rochelle	Motor Car Agency, 22 Harrison St.
Niagara Falls	Wright & McVittie, 326 Main St.
North Tonawanda	The Zimmerman Smith Co., 72-74 Main St.
Oswego	Keating Garage & Eng. Co., 25 W. Cayuga St.
Ossining	Ossining Garage Co., Croton Ave.
Port Chester	Ericsson-Eddy Co., 108 N. Main St.
Port Jervis	P. C. Rutan, 46 Front St.
Poughkeepsie	E. B. DeLamater 121-23 Washington St.
Richmond Hill	Mott Brothers, Hillside Ave. & Vine St.
Rochester	C. L. Whiting, 591 Main St., E.
Saratoga Springs	Norman B. Ross, 64 Putnam St.
Schenectady	Benj. A. Burtiss, 134 Barrett St.
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HAVOLINE OIL



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LUBRICATION



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HAVOLINE OIL COMPANY

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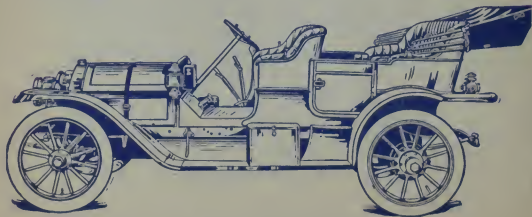
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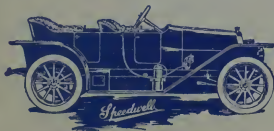
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DIAGRAM OF HUDSON RIVER BOAT LINES AND FERRIES

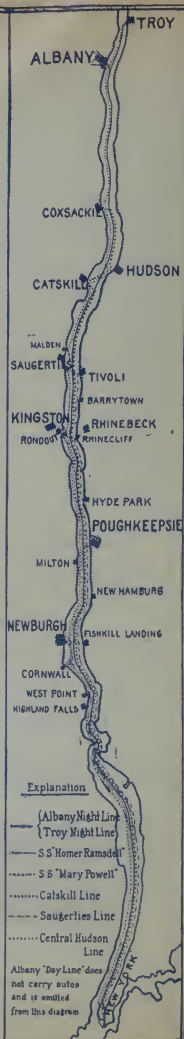
showing principal points
to and from which autos
may be shipped between

NEW YORK AND ALBANY OR TROY

also points where cars
may be taken across

Usual navigation season
March to December

except for New-
burgh Fishkill Land-
ing and Tarrytown-
Nyack ferries, both
of which run through-
out the year.



Explanation

- (Albany Night Line)
- (Troy Night Line)
- S S "Homer Ramsdell"
- S S "Mary Powell"
- Catskill Line
- Saugerties Line
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Albany "Day Line" does
not carry autos
and is omitted
from this diagram

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The publishers of this volume realize that due to the fast changing road conditions route directions must necessarily need corrections each year. Although this company keeps four cars on the road for over six months of the year it is easier to make the needed changes and additions if we receive the co-operation of those interested in seeing that these improvements are made.

Things will come up on the road which might be forgotten if no memorandum is kept, therefore we ask all users of this volume to note corrections and send same to us at the first opportunity. Blank pages for memoranda in back of book.

ALPHABETICAL LIST OF ROUTES

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Troy, N. Y.	92	95	Binghamton, N. Y.	385	361
Utica, N. Y.	77	249	Buffalo, N. Y.	381	467
Alexandria Bay, N. Y.			Rochester, N. Y.	383	455
Clayton, N. Y.	329	328	Watkins Glen, N. Y.	387	411
Ogdensburg, N. Y.	340	339	Wellsboro, Pa.	391	
Watertown, N. Y.	322	321	Wellsboro, Pa.	392	
Amsterdam, N. Y.			Wellsboro, Pa.	393	
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Ithaca, N. Y.	421A	421	Cleveland, O.	603	604
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Syracuse, N. Y.	445	281	Pittsburgh, Pa.	611	612
Watkins, N. Y.	404	403	Fredonia, N. Y.		
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Rochester, N. Y.	461B	441A	Ithaca, N. Y.	459	426
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Oneonta, N. Y.	353	261	Hamilton, Can.	544	543
Scranton, Pa.	371	372	London, Can.	548	547
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Utica, N. Y.	355	258	New York City, N. Y.		
Utica, N. Y.	356	259	(North Shore)	104	101
Watkins Glen, N. Y.	363	406	New York City, N. Y.		
Bridgeport, Conn.			(South Shore)	105	102
Waterbury, Conn.	5	5A	Greenwood Lake, N. Y.		
Buffalo, N. Y.			Newburgh, N. Y.	28	160
Batavia, N. Y.	461A	441B	New York, N. Y.	161	27
Elmira, N. Y.	467	381	Hamilton, Ont.		
Erie, Pa.	471	601	Goderich, Can.	543	544
Jamestown, N. Y.	473	474	London, Can.	533	539
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Niagara Falls, N. Y.	481	482	Toronto, Can.	503	531
Rochester, N. Y.	461	441	Hudson, N. Y.		
Rochester, N. Y.	463	443	Pittsfield, Mass.	45	45A
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Watertown, N. Y.	326	325	Binghamton, N. Y.	431	365
Catskill, N. Y.			Cortland, N. Y.	433	286
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Oneonta, N. Y.	183	265	Oneonta, N. Y.	429	275
Clayton, N. Y.			Rochester, N. Y.	426	459
Alexandria Bay, N. Y.	328	329	Syracuse, N. Y.	433	286
Watertown, N. Y.	324	323	Watkins, N. Y.	424	413
Cleveland, O.			Jamestown, N. Y.		
Erie, Pa.	604	603	Buffalo, N. Y.	474	473
Coney Island, N. Y.			Buffalo, N. Y.	478	477
New York, N. Y.	112	114	Erie, Pa.	619	618
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Auburn, N. Y.	359	290	Middletown, N. Y.	191	175
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Goderich, Can.	547	548	Nyack, N. Y.	21	20
Hamilton, Can.	539	533	New York		
Port Huron, N. Y.	551	552	Ogdensburg, N. Y.		
St. Thomas, Can.	555	556	Alexandria Bay, N. Y.	339	340
Windsor, Can.	535	537	Malone, N. Y.	332	226
Malone, N. Y.			Massena Springs, N. Y.	343	344
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Ogdensburg, N. Y.	326	333	Watertown, N. Y.	331	318
Plattsburgh, N. Y.	334	225	Oneonta, N. Y.		
Manchester, Vt.			Albany, N. Y.	267	83
Glens Falls, N. Y.		215	Albany, N. Y.	268	84
Saratoga, N. Y.	214A	214	Binghamton, N. Y.	261	353
Troy, N. Y.	68A	68	Catskill, N. Y.	265	183
Mayville, N. Y.			Cooperstown, N. Y.	269	256
Jamesstown, N. Y.	475	475A	Cortland, N. Y.	275	429
Massena Springs, N. Y.			Ithaca, N. Y.	275	429
Ogdensburg, N. Y.	311	343	Oswego, N. Y.		
Middletown, N. Y.			Rochester, N. Y.	308	449
Kingston, N. Y.	175	191	Syracuse, N. Y.	301	297
Liberty, N. Y.	171	172	Watertown, N. Y.	305	319
Monticello, N. Y.	171	172	Oyster Bay, N. Y.		
New York, N. Y.	131	18	New York, N. Y.	108	107
Milford, Pa.			Paul Smiths, N. Y.		
Dingmans Ferry, N. Y.	140	40	Lake Placid, N. Y.	239	
Dingmans Ferry, N. Y.	143	144	Pawling, N. Y.		
Morristown, N. Y.	143	144	Poughkeepsie, N. Y.	51	50
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Montreal, Can.			Danbury, Conn.	55	55A
Burlington, Vt.	516		Pittsburgh, Pa.		
Elizabethtown, N. Y.	514	221	Erie, Pa.	612	611
Kingston, Ont.	527	507	Pittsfield, Mass.		
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Dingmans, N. Y.	144	143	Hudson, N. Y.	46A	46
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Newburgh, N. Y.			Plattsburgh, N. Y.		
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Kingston, N. Y.	151	194	Port Huron, N. Y.		
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Millbrook, N. Y.	167		Port Jervis, N. Y.		
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Coney Island, N. Y.	111	115	New York City, N. Y.	53	14
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CAUTION—This Index is only a **LIST OF ROUTES BETWEEN TERMINALS**. For other towns and cities, use Index preceding pages 9 to 22, in connection with **SECTION INDEX MAPS**.

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Amsterdam, N. Y.		250	Manchester, Vt.	68	68A
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Schenectady, N. Y.	208	74	Kingston, N. Y.	253	186
Stillwater, N. Y.	212		Oneonta, N. Y.	256	
Troy, N. Y.	210	75	Rome, N. Y.	244	245
Troy, N. Y.	208	74	Syracuse, N. Y.	241	293
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Albany, N. Y.	291	81	Binghamton, N. Y.	406	363
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Binghamton, N. Y.	289	358	Geneva, N. Y.	415	415A
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Cortland, N. Y.	286	433	Richfield Springs, N. Y.	273	207
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The publishers of this volume realize that due to the fast changing road conditions route directions must necessarily need corrections each year. Although this company keeps four cars on the road for over six months of the year it is easier to make the needed changes and additions if we receive the co-operation of those interested in seeing that these improvements are made.

Things will come up on the road which might be forgotten if no memorandum is kept, therefore we ask all users of this volume to note corrections and send same to us at the first opportunity. Blank pages for memoranda in back of book.

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EX-TENDED TOUR USE **Graphic Trunk-Line Chart**

For Automobile Tops



A good material for an Automobile Top must resist exposure to sun, rain and snow, and be readily cleaned. None but the *genuine* **PANTASOTE** Leather will meet these requirements, and keep the Automobile looking always at its best. Is absolutely waterproof, and retains its color. If your dealer tries to sell you a substitute, he probably does it for his own profit, at your loss. Imitations when new are deceiving. Cloth-on-both-sides materials, "Mohairs," etc., are unserviceable, fade, will not clean, and, the rubber, "interlining gum," rots. Get the *genuine* **PANTASOTE** Leather and be satisfied.

Send postal for booklet on top materials, and sample with which to compare when buying, thereby preventing imitations and substitution

THE PANTASOTE CO.

15 BOWLING GREEN BLDG. NEW YORK.

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American Automobile Association

THE AMERICAN AUTOMOBILE ASSOCIATION

Is the National organization of motor car users. It was organized in 1902, and has a membership of over 30,000 subdivided into 36 state associations, comprised of 245 clubs, a score of unfederated clubs, and hundreds of individual members.

Its main objects: To unite in one body all the automobile clubs and individual motorists of the country to secure reasonable and just legislation; to aid in proper enforcement of automobile laws and ordinances; to advocate and obtain local, State and Federal aid in the construction and maintenance of good roads, and to encourage and support sportsman-like contests and other movements that will advance motoring interests.

HOW TO AID IN AUTOMOBILING'S PROGRESS.

Become a member of the automobile club of your vicinity which belongs to the State organization of the American Automobile Association, the National body.

If there is no club in your city or town, then aid in the immediate formation of one—though if the time is not propitious join the A. A. A. as an individual member.

This is the day of organized effort, and with thorough organization the automobilists of the country can accomplish much in facilitating the pleasurable use of the motor-driven vehicle.

That is why the American Automobile Association was formed, and its persistent growth indicates the actual need for its existence.

Every member of the A. A. A. receives, once a month, a copy of **The American Motorist**, the official publication of the Association, which has its National headquarters at 437 Fifth Avenue, New York City. Here it is that one can obtain all information in regard to the Association and its work.

DIRECT BENEFITS TO MEMBERS.

1. Reciprocal club privileges in 250 leading cities in all sections of the United States. These privileges are of inestimable value to members while touring, as local club officials and members have the best information of touring conditions in their respective neighborhoods.

2. A copy of **The American Motorist**, the official monthly publication of the A. A. A.

3. A copy of the A. A. A. Year and National Reliability Tour Book, containing much information of value to all motorists.

4. Special rates for the official A. A. A. Blue Books. Reduced subscription rates to the leading automobile journals and periodicals.

5. A rebate of 15 per cent. on all bail bonds issued by the National Surety Company. These bonds are accepted in any police or magistrate's court in nearly every State.

6. Reduced railroad fare to its conventions, which are held coincident with the National automobile shows.

7. A bureau of touring information at National Headquarters in New York City, where complete and detailed information of routes, roads, maps, etc., will be furnished upon application. Other bureaux will be established throughout the country as the Touring Information Board extends its contemplated work.

8. Members desiring to tour abroad and obtain information about customs, registration, etc., and are entitled to special discounts when they forward their cars abroad in care of the American Express Company, or when they use, while abroad, American Express Company cheques. Members are also entitled to special rates on tourists' books of foreign travel, several of which are kept on hand at headquarters.

9. Reciprocal arrangements with the Touring Club of France, with offices in Paris, and with the Automobile Association of London and the Motor Union of Great Britain and Ireland, in London (membership in the English organizations at reduced fees), whereby these bodies extend special courtesies, and their touring information is available to members upon presentation of their A. A. A. membership cards.

Address all communications and applications for membership to

THE AMERICAN AUTOMOBILE ASSOCIATION,

437 Fifth Ave., New York City.

American Automobile Association

NECESSITY OF LOCAL CLUBS—What federated clubs are to a State the local club is to its city or town. There should be one in every center of population exceeding 5,000 people. This is particularly so in sections of the country where the motor vehicle is as yet little used. Such clubs will prevent prejudiced ordinances and compel fair treatment by the police. They are the representatives of the State association, and, through it, of the National body in each particular locality. Their organization is imperative. In few cities can they hope to become social clubs. They are protective organizations. Their dues should be small. But their officers should be men of zeal and force.

Twelve individuals may form a club. A much larger membership is desirable. Additional suggestions and sample by-laws will be supplied upon application.

INDIVIDUAL MEMBERSHIP—The individual motorist also has a place in, and is benefited by the National body. Individual members pay no entrance fee, but five dollars a year. Unfederated clubs pay ten dollars entrance fee, and one dollar for each member. State associations pay no entrance fee, but fifty cents for each member. The dues have been thus fixed (a) to encourage the organization of State associations, and (b) to leave with them their revenues, save a sum sufficient to cover the necessary postage and printing expenses of the National body.

INDIRECT BUT VITAL BENEFITS TO USERS—Unity of action and emphasis of demand, both (a) for Federal legislation which will end the nuisance and imposition of duplicate registration and numbering, and (b) for uniformity of State laws fixing speed rates and penalties for their violation. In these days individuals are powerless, and clubs little less so, when confronted either with unreasoning prejudice or new schemes of motor taxation.

Like unity and emphasis toward improved highways.

Like unity and emphasis in the control of the sport.

All those benefits which come from organized movements as distinguished from desultory enthusiasm; from the centralization of control as distinguished from its opposite, and from a full realization of the maxim that "In unity there is strength; in division, failure."

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Treasurer,
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New Jersey Automobile
and Motor Club.

Secretary, **ROBERT BRUCE,**
437 Fifth Avenue, New York.

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INCLUDING CHAIRMEN OF BOARDS.

Charles Thaddeus Terry.....	Legislative Board	100 Broadway, New York.
Powell Evans	Touring Information Board.....	437 Fifth Avenue, New York.
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EUROPEAN TOURING CONSUL.

Victor Breyer, 4 bis, Rue Descombes, Paris.

Address all communications and applications for membership to

THE AMERICAN AUTOMOBILE ASSOCIATION,

437 Fifth Ave., New York City.

American Automobile Association

INTERNATIONAL LEAGUE OF TOURING ASSOCIATIONS.

The A. A. A. is the representative in the United States of the International League of Touring Associations (Ligue Internationale des Associations Touristes). This league is now one of the largest and most powerful nonpolitical federations in the world, with a steadily increasing membership, which already numbers considerably over 500,000. The objects of the league are the safeguarding in all countries of the interests of the motor tourist. Since the various national automobile associations united their forces in an international league, their combined power has been brought to bear with much greater effect on the governments of the different countries, especially as regards international touring.

MAPS, ROUTE BOOKS, ETC., AT SPECIAL RATES.

Members of the A. A. A. can obtain at National Headquarters, road guides, including the well known Blue Book series, officially endorsed by the A. A. A., and similar volumes for other sections not yet covered by the Blue Book publishers. Valuable maps for many States are also available, and, as the A. A. A. clubs interest themselves in this work, the results therefrom are also placed on sale at special rates. Foreign road guides, maps and noteworthy books on foreign travel are kept in stock, and details will be supplied upon application.

RADIATOR EMBLEMS—A. A. A. Radiator Emblems are furnished free to individual members, and to members of clubs at 25 cents each.

THE NATIONAL IDEA.

The State Association, made up of clubs and individual motorists, is the unit of representation and activity. Each club nominates a director to the National body; such directors choose the officers and Executive Committee, and suggest the members of the Legislative, Touring, Good Roads and Contest boards. Through the State associations the work of the National body in the State is carried forward. Through the National body the work of the State association in all Federal matters, and as affecting contests and tours, is accomplished. The committee of the State association have in charge the same subjects as those of the National body, and co-operate to attain the same ends. In a lesser degree this is true of the unfederated clubs. Their organization is similar, their committees the same. But only through their federation into State associations can their work be productive and the true function of the National body accomplished.

THE STATE ASSOCIATIONS.

They are centers of activity representative of their States, making possible: Unity of effort both for and against motor legislation. Shows of force at legislative hearings. Personal touch with legislators in all parts of the State. A treasury which can be drawn upon to meet necessary traveling, printing and legal expenses. Solidarity of influence and work at all times.

TO ORGANIZE STATE ASSOCIATIONS—Three clubs having each twelve members, or, if so many clubs do not exist, one hundred individual motorists may organize such associations. They exist already in 33 States, with others in immediate prospect.

Address all communications and applications for membership to
THE AMERICAN AUTOMOBILE ASSOCIATION,
437 Fifth Ave., New York City.

ABSTRACT OF AUTOMOBILE LAWS

In the Eastern and Middle Western States and the Provinces of Ontario and Quebec

- CONNECTICUT.** **Registration.** Annually with Secretary of State. Less than 20 H. P., \$3.00; 20-30 H. P., \$5.00; above 30 H. P., \$10.00.
 Chauffeur's License. \$2.00 annually.
 Numbers. Must be obtained from Secretary of State; \$1.00 for set of two.
 Non-residents. Exempt for 10 successive days if home state initials and numbers are displayed.
 Speed. Must not exceed 25 miles per hour, "or at a rate of speed greater than is reasonable and proper."
- COLORADO.** No state registration required 1910, but cities and towns have local ordinances.
- DELAWARE.** **Registration.** Annually with Secretary of State. Fee, \$5.00.
 Chauffeur's License. \$5.00 annually.
 Numbers. 5 inches high front and rear with state initials.
 Non-residents. Exempt if home state grants reciprocity.
 Speed. 10 miles on curves and intersections, 12 miles cities and towns, 20 miles elsewhere. Chains prohibited except on dirt roads, ice or snow.
- DISTRICT OF COLUMBIA.** **Registration.** No registration fee is charged but a license to operate must be obtained from the Automobile Board, Washington.
 Numbers. 3 inches high in rear, with D. C. 1 inch high.
 Non-residents. Exempt for 60 days but registration with Automobile Board is required within 24 hours.
 Speed. 12 miles in fire limits, 15 miles in parks, 8 miles at street crossings, 4 miles on certain streets, 20 miles outside.
- ILLINOIS.** **Registration.** Secretary of State; fee \$2.00 annually.
 Chauffeurs. License \$1.00 annually.
 Numbers. Front and rear, 4 inches high, with "Ill." 1 inch high; black on white.
 Non-residents. Exempt provided home state numbers and initials are displayed.
 Speeds. 10 miles in business sections, 15 miles in residence sections, 20 miles outside towns.

INDIANA.

Registration. Secretary of State; fee \$1.00.

Numbers. Front and rear, 4 inches high, "Ind." 4 inches high; white on black.

Non-residents. Exempt provided home state initials and numbers are displayed.

Speeds. 8 miles in business sections, 15 miles in other parts of cities, 20 miles outside municipalities.

IOWA.

Registration. Secretary of State; fee \$5.00.

Numbers. Furnished with license.

Non-residents. Exempt provided home state numbers and initials are displayed.

Speeds. 10 miles in built-up portions of towns, 20 miles on public roads.

KANSAS.

No state registration required 1910, but cities and towns have local ordinances. State law limits speed to 20 miles outside and 10 miles within city limits.

KENTUCKY.

Registration. No state provision, new legislation in prospect at time this volume goes to press.

MAINE.

Registration. Secretary of State. \$2.00 perpetual.

Chauffeur's License. \$2.00, also perpetual.

Numbers. Front and rear; supplied by state.

Non-residents. Exempt provided home state initials and numbers are displayed both on front and rear.

Speeds. 8 miles in cities and towns, 15 miles elsewhere. All motor vehicles prohibited in towns of Eden, Mount Desert, Tremont and Southwest Harbor.

MARYLAND.

In effect

May 1, 1910.

Registration. Annually with Commissioner of Motor Vehicles. Fees for Class A.—For 20 H. P. or less, \$6.00; for 21-41 H. P., \$12.00; for 41 H. P. and above, \$18.00. Motor Cycles—\$1.80 annually. In two other classes provision is made for commercial and manufacturers' cars.

Operator's License. Required. Fee, \$2.00.

Numbers. Front and rear, furnished with license; all other tags to be removed.

Non-residents. Exempt for two periods not to exceed 7 consecutive days in each year, provided home state initials and numbers are displayed; and further that a distinguishing number be obtained from the Commissioner of Motor Vehicles and placed on rear of car.

Speeds. 12 miles in thickly settled and business sections, 18 miles in other parts of cities and towns, 25 miles in open country and always with regard to traffic conditions.

ABSTRACT OF AUTOMOBILE LAWS, (Continued)

MASSACHUSETTS. Registration. Annually with Highway Commissioner. Less than 20 H. P., \$5.00; 20 to 30 H. P., \$10.00; 30 to 40 H. P., \$15.00; 40 to 50 H. P., \$20.00; for 50 H. P. and above, \$25.00.

Chauffeur's License. \$2.00; renewals, 50 cents.

Numbers. Front and rear, furnished by state.

Non-residents. Exempt for 10 days provided home state initials and numbers are displayed both on front and rear. All other tags must be removed. Special provision for summer residents during July, August and September at one-half the above rates.

Speeds. 8 miles on corners, street intersections or where the operator's view is obstructed; 15 miles in business and thickly settled sections, 20 miles in other sections.

MICHIGAN.

Registration. Secretary of State; fee \$3.00 annually.

Chauffeurs. License \$2.00 annually.

Non-residents. Exempt if home state grants reciprocity.

Speed. 20 miles outside corporate limits of towns, 10 miles in business portions, 15 miles in other portions.

MINNESOTA.

Registration. Secretary of State; fee \$1.50 annually.

Chauffeurs. License \$2.00, renewals \$1.00.

Numbers. Front and rear, new color each year.

Non-residents. Exempt provided home state initials and numbers are displayed.

Speed. 7.5 miles on corners, grades and bridges; 25 miles in open country.

MISSOURI.

Registration. Secretary of State; fee \$5.00 annually.

Chauffeurs. License \$2.00.

Numbers. Front and 1 rear, 3 inches high with "Mo." 1½ inch high; white on black.

Non-residents. Exempt for 20 days provided home state number and initials are displayed.

Speed. 6 miles on corners, 8 miles business district, 15 miles in open country.

NEBRASKA.

Registration. Secretary of State; fee \$1.00 annually.

Numbers. Furnished with license.

Non-residents. Exempt provided home state numbers and initials are displayed.

Speed. 10 miles in towns, 20 miles outside.

NEW

BRUNSWICK.

Registration. Secretary of Public Works, Fredericton. Fee, \$5.00; renewals, \$1.00.

CANADA.

Chauffeur's License. \$2.00.

ABSTRACT OF AUTOMOBILE LAWS, (Continued)

NEW HAMPSHIRE.

Numbers. Tag in rear with figures 3 inches high; letters "N. B." 1 inch high.

Non-residents. Not exempt.

Speeds. 7½ miles in built-up sections, 12 miles in other sections of cities and towns, 15 miles in open country.

Registration. Secretary of State. Fee, \$10.00.

Operator's License. \$1.00 annually.

Chauffeur's License. \$5.00 annually.

Numbers. Front and rear; furnished by state.

Non-residents. Exempt for 10 days if properly registered in home state.

Speeds. 10 m built-up sections, 25 m elsewhere.

NEW JERSEY.

Registration. Annually with Commissioner of Motor Vehicles or one of his deputies; several in New Jersey and 3 in New York City, including Secretary of the American Automobile Association. 10 H. P. or less, \$3.00; 11-29 H. P., \$5.00; 30 H. P. and above, \$10.00.

Operator's License. Required—\$1.00.

Chauffeur's License. 29 H. P. or less, \$2.00; 30 H. P. and above, \$4.00. Good for any car of registered or less H. P.

Numbers. Front and rear; supplied by state.

Non-residents. Exempt for 8 consecutive days or for 4 periods of 2 days each in any one year on payment of \$1.00.

Speeds. 1 mile in 7 minutes on curves, 1 mile in 4 minutes at street intersections or within 200 feet of horses and animals on the highway, 1 mile in 5 minutes in built-up sections. Elsewhere—1 mile in 2 minutes 40 seconds. Chains are prohibited on macadam unless there is two inches of snow or ice.

NEW YORK.

At the time this volume goes to press we understand new legislation is being enacted which will, in all probability, take effect after May 1st. Heretofore non-residents have been exempt provided home state initials and numbers are shown.

OHIO.

Registration. Secretary of State; gasoline or steam car \$5.00 annually from January 1st, electric \$3.00 annually from January 1st.

Chauffeurs' License \$2.00 annually from Jan. 1st.

Numbers. Front and rear furnished with license.

Non-residents. Exempt if registered in a home state granting reciprocity, but home state initials and numbers must be displayed.

Speeds. 8 miles in business districts, 12 miles in residence districts, 20 miles in open country.

ABSTRACT OF AUTOMOBILE LAWS, (Continued)

- ONTARIO, CAN.** **Registration.** Provincial Secretary, Toronto; first year \$4.00, renewals \$2.00, required annually. **Chauffeurs' License** \$1.00 annually. **Numbers.** Front and rear furnished with license, all other tags must be removed. **Non-residents.** Not exempt. **Speeds.** 10 miles within incorporated cities and towns, 15 miles outside. Special clause for reckless or negligent driving regardless of speed.
- PENNSYLVANIA.** **Registration.** State Highway Department; under 20 H. P. \$5.00, for 20 to 50 H. P. \$10.00, for 50 H. P. \$15.00, motor cycles \$2.00. All licenses expire on December 31st of the year issued. **Chauffeurs' License** \$2.00. **Numbers.** Front and rear supplied with license, all other tags must be removed. **Non-residents.** Exempt for 10 days if registered in a home state granting equal rights to Pennsylvania autoists provided home state number and initials are displayed. **Speeds.** Must not be greater than reasonable and proper, having regard to width, traffic and use of highway; but not to exceed 24 miles, with minimum of 12 miles in congested or built-up portions marked "Danger, Run Slow."
- QUEBEC, CAN.** **Registration.** Provincial Treasurer. Fee, \$5.00. **Operator's and Chauffeur's License.** Required; fee, \$5.00 annually from April 1st. **Numbers.** Must be painted on both front and rear of car wherever possible, or the number plate riveted or bolted in conspicuous place. This does not apply to non-residents who are required to register, as their home state number is accepted on registration in Quebec. **Non-residents.** Those from another Canadian Province are exempt provided home provincial number is displayed. All others must register. **Speeds.** 9 miles within limits of cities and towns or any closely built-up sections, 15 miles "in any locality," 4 miles on sharp turns, bridges and steep descent.
- RHODE ISLAND.** **Registration.** Annually with State Board of Public Roads. For 20 H. P. or less, \$5.00; for 21 to 31 H. P., \$10.00; for 31 to 41 H. P., \$15.00; for 41 H. P. or more, \$25.00; motor cycles, \$1.00. All good for one year from date of issue. Operator's license required; fee, \$1.00. **Numbers.** Furnished with license. **Non-residents.** Exempt for 10 days in each cal-

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UNITED STATES-CANADIAN CUSTOMS

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VIRGINIA.

Registration. Sec'y of Commonwealth. Fee, \$2.00.

Numbers. Supplied by state.

Non-residents. Not exempt.

Speeds. 6 miles on curves and intersections, 10 miles in built-up sections, 15 miles elsewhere.

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Numbers. Furnished with license.

Non-residents. Exempt provided home state numbers and initials are displayed.

Speeds. 12 miles in corporate limits, 25 miles outside corporate limits.

UNITED STATES-CANADIAN CUSTOMS

See also specific entries under New Brunswick, Quebec and Ontario, Canada, in the Automobile Laws.

Under the ordinary regulations automobiles may be imported into Canada for touring purposes for a period of three months on the following conditions:

Bond for double the estimated duties based on appraisalment of the car by the officer, said bond to be guaranteed by two Canadian citizens approved by the local Collector of Customs. Cash deposit of \$25.00, which is returned upon the exportation of the car.

The C. S. Warner Company, Customs House Brokers of Niagara Falls (Canada); Niagara Falls Auto Transit Company, Niagara Falls, N. Y.; J. M. Duck, Windsor, Ont., A. J. Chester, Sarnia, Ont. and F. W. Myers & Co., Customs Brokers, Alburgh, Vt., have, however, special arrangements with the Canadian Government whereby they are able to furnish bond and Customs Touring Permit for a fee of \$5.00, no cash deposit being required. This permit can be mailed to the home of the intending tourist and is good for crossing into Canada at any point on the frontier without formality. The same firm will also procure and send to the car owner with the permit the Ontario Provincial License, costing (with postage) \$4.30, thus—in a double sense—saving time and trouble to the intending tourist.

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OF

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EXPLANATION

Territory thoroughly covered

Territory partly covered

Territory not covered

Routes in preparation

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THE BLUE BOOK CREWS AND THEIR WORK

The information contained in these volumes has been compiled from observations made by members of our staff taking personal surveys. We own and operate for practically the entire driving season four cars, and a fifth is kept in reserve for emergency cases, such as special tours, etc.

We do not except in certain remote instances use contributed matter, where it is used credit is given to the parties favoring us with it and in every instance mention of the fact that it is contributed matter is made.

The various routes in the several volumes have been most carefully edited by the men who devoted their time to securing them and we believe every point, landmark and measurement to be correct.

No satisfactory means for properly and accurately describing tour-



Robert Bruce and John F. Mixer. Knox Model O. New York, Canada, New Jersey, Penna., Del., Md. and Virginia Territory.

ing routes other than the system used by us has ever been devised. There is nothing equaling printed text showing the total and intermediate mileage in separate columns. No mechanical device, whether operated by a flexible shaft or attached to the steering post can possibly prove satisfactory—one cannot observe and keep track of the operation of such devices and drive a car—other than into a ditch—and the expense of maintaining such a system is prohibitory—a thousand dollars would not provide in rolls and cards for such schemes to the extent of the text in our books, while it would require a trunk in which to carry the plunder.

There is nothing that can be substituted for the **Blue Books** with any satisfaction to the tourist.

OUR CREWS AND THEIR TERRITORIES ARE AS FOLLOWS:

VOLUME 1 is a comprehensive guide through the Metropolitan and Hudson Valley districts, which include the Catskills, central and western New York, lower Canada and converging territory.

Extension routes interlock as follows:

Into Connecticut, western Massachusetts and southern Vermont, overlapping through routes in Volume No. 2.

Into New Jersey and Pennsylvania, overlapping through routes in Volume Number 3. Over 750 pages make up this volume, in which will be found:

Into Ohio and Michigan, overlapping through routes in Volume Number 4.



Henry MacNair and E. E. Mixer. Knox Model R. New England and Eastern New York Territory.

133 City and Town Maps—

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Also all information available as to "How to get there" over—

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Full information concerning hotels, garages, etc., en route.

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VOLUME 2, a thorough analysis and description of the local and through automobile routes in the following States:

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut, with extensions into the Canadian Provinces—

Connecting by through Trunk Lines with Volumes Number 1, Number 3 and Number 4.

In Volume Number 2 are found

31,561 Miles of highway—

392 Routes—

137 City Maps—

135 Route Maps—

31 Full-Page Maps—

9 Double-Page Maps—

Also Trunk Line and local running detail, Garage and Hotel Information, all adapted to make your trip a "non-worrying" one so far as pathfinding is concerned.

VOLUME 3. This volume maps and describes local and through



John P. Dods and Fred G. Lee. Apperson 4-50. Covering Territory of "The Middle West."

routes, covering New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, and the South Coast States—

Forming trunk line connections with Volumes Number 1—Number 2—Number 4.

Volume Number 3 is made up of over 750 pages, embracing

24,653 Miles of Road—

100 Route Maps—

125 City and Town Maps—

300 Routes—

Fully charting and describing the States noted above.

We call especial attention to the thorough covering of the States of New Jersey and Pennsylvania. From New York and Newark to Pittsburgh and Wheeling, from Jersey City to Cape May, the routings are described with attention to accurate detail.

The maps, mileage, hotels, garages and road directions are as comprehensive as the personal traveling can make them.

Volume No. 3 makes an invaluable combination with Volumes Numbers 1 and 2, for through tourists from "down east" to the mountains, popular seaside resorts along the New Jersey shore and the battlefields that crowd north and south of Mason & Dixon's Line.

VOLUME 4. This volume carries into the middle west the general plan of the eastern work, as exemplified in Volumes 1, 2 and 3, and is designed to meet the growing demand for specific and complete touring schedules, primarily in Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, Minnesota, eastern Nebraska, eastern Kansas, and Missouri from Kansas City to St. Louis.

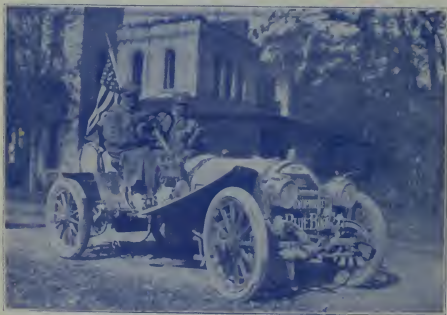
As a convenience to users of the other volumes, the most-used routes from Buffalo and Niagara Falls, N. Y., Erie and Pittsburgh, Pa., to Cleveland and Columbus, Ohio, and Detroit, Mich., are also given in Volume 4.

There are over 850 pages in this volume, in which will be found—
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75 City Maps—

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This car was pressed into service during the fall of 1909 to secure data regarding routes from New York City via N. J., Pa., Va., W. Va., N. C., S. C. and Georgia to Atlanta and Savannah, full description of which is included in Volume 3.

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THE TOURIST'S LEGAL STATUS

His Rights and Liabilities.

It is important for touring autoists to know and understand their legal rights and responsibilities while engaged in interstate travel. The pleasure of your tour may be materially impaired and even destroyed by an unlawful interference with the privileges belonging to you, and if the autoist does not comply with the law because of ignorance, his journey may be lawfully interrupted. Of course, it is impossible, in our brief space here, to set forth anywhere near all the legal information necessary for the autoist to know; consequently, only the most important legal directions will be given.

One who tours through or into more than one state with an automobile, is engaged in interstate travel, which in the last analysis constitutes interstate commerce. When touring, the autoists would be under the supervision and protection of the national government, if the national legislature had ever sought, by enactment, to exercise supervision over, and to protect him. In the absence of any federal automobile law, we will turn to the state automobile enactments, and ascertain what the touring autoists' **legal equipment** should be.

Your mechanical equipment is of no more importance than your supply of legal necessities, when your party starts on a tour. Technically speaking, you cannot drive or run your car if you are not supplied with those things required by law, while if not equipped with the legal requisites, you are as bad off as if you were without gasoline. So the first matter to be attended to in planning a tour is to obtain your right to drive in the various states into or through which you expect to go. You can enter some states without registering and taking out an additional license; in others, you are required to register and procure a license before entering the jurisdiction.

If you have mapped out your route, you should ascertain, **in advance**, whether the states through which the route passes do or do not require registration and a license from a non-resident. This information can be obtained either by writing to the Secretary of State in a particular state, or by consulting some book containing all the state automobile laws. In those states where non-residents are required to register and obtain licenses, the autoist must register in the state and procure his license before he crosses the state line. **This is imperative.** It should also be ascertained in advance whether or not all other state numbers must be discarded in a state you expect to visit.

As the touring autoist passes from state to state, he is driving under the control and supervision of different laws, which vary considerably; especially is this so in regard to the rates of speed allowed. In the open country, of course, there is much more freedom, but in built-up sections it is safe to go cautiously in order to keep within any law which the autoist probably will not know.

The legal requirements in regard to carrying lights also differ. In some states only one light is required; in others two white forward and one red reverse are necessary. If two white lights forward and one red in the back are always carried, there is no state law that can

be violated. Of course, the lamps should be lighted, usually one hour after sunset, and one hour before sunrise. This is the usual legal requirement. In a few of the states the lamps must be lighted while driving in fog.

The law of the road should be observed, passing vehicles that are met on the right of the centre of the traveled portion of the highway, and passing to the left in overtaking and passing. Proper warning should be given upon turning corners, and traveling past other users of the highway while approaching from the rear, and those ahead of you, are directly in your path.

In the foregoing some of the duties of the autoist have been set forth. We will now come to the autoist's rights. You have a perfect right to use the highway. Your rights are equal with those using other kinds of vehicles. If you are interrupted in your journey by another, either by an officer or a private person, you have a right to redress, unless lawful authority for the interference can be affirmatively shown. You are not required to show that you *did not* violate the speed limit.

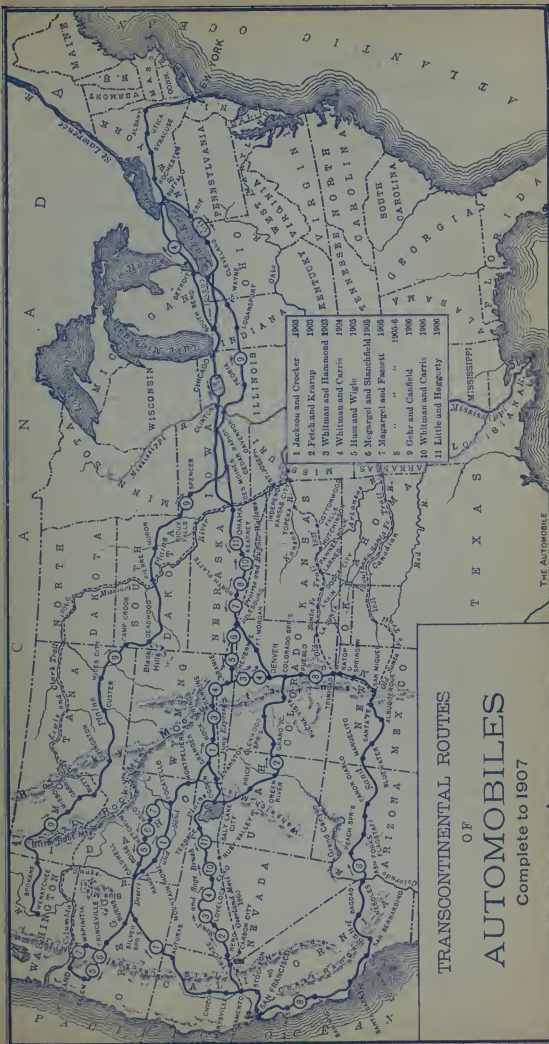
The prosecution must show this, and by proof beyond a reasonable doubt. You are presumed innocent by the law, and have a right to insist upon the benefit of this presumption until it is shown that you have violated the law. Always insist upon your legal rights being respected, but do not fight when clearly in the wrong. In proving that the speed limit has been violated, the evidence introduced by the prosecution must be positive, accurate, and trustworthy. Mere opinions are of little weight. The evidence of an officer who uses a stop-watch constitutes inferior testimony to the evidence given by the use of a speed indicator, since the former instrument requires judgment, while the latter is purely mechanical.

Insist that no other than proper evidence be used against you if you are arrested, and that you be not convicted upon unreliable testimony. If you are arrested, you are entitled to give bail. You have a right to procure counsel and to be given reasonable time and opportunity for so doing. An unauthorized arrest and illegal proceedings following thereafter constitute an invasion of the autoist's rights, which entitles him to legal redress.

The touring autoist is entitled to freedom from unlawful annoyance, and to a liberty of the road consistent with the safety of the public. Your right to be let alone if you are within the law should be enforced, for not only your own sake, but for the benefit of all other autoists, thereby creating due respect for the road rights of the automobile. But don't create an improper prejudice against the automobile by not respecting fully the rights of animal-drawn vehicles, and all other users of the highways.

DUTY OF PERSONS TO AVOID INJURY.

The autoist has a right to expect that other users of the highway will exercise reasonable care and caution in looking out for their own safety, and he is not bound to do more than to exercise ordinary care to prevent his automobile from injuring them.



PRACTICAL HINTS ON TRANSCONTINENTAL TOURING

From a scene of most difficult cross-country traveling, attempted only by record-seeking transcontinentalists, the desert and mountain regions of the western United States are being rapidly transformed—with improvements in cars—into one of the most fascinating touring grounds of the continent. Yet the motorist who attempts long runs through the rough and barren sections in which the West abounds, without the necessary special preparation and some foreknowledge of the conditions he will encounter, is simply courting troubles of a variety and abundance that will make all others met in his motoring experience seem tame by comparison. On the other hand, with any standard modern car in good order, with adequate equipment, and enough of the spirit of the pioneer to find enjoyment in minor hardships, it is safe to say that nowhere in the world can a more delightful outing be had than in a month's jaunt by motor with congenial companions through the interesting country between the Rockies and the Sierras.

In planning such a tour, it is well to understand at the outset that no amount of preparation will avoid all difficulties, hence it is as important to select companions of some stamina as it is to choose equipment of thorough suitability. By this it is not meant to imply, however, that any particular physical endurance is essential, the writer knowing of several instances in which frail women and small children have made transcontinental automobile trips with marked improvement in health. This doubtless is to be accounted for by the practical constant out-of-door life such touring enforces in climate of the utmost healthfulness.

A brief outline of the general conditions certain to be encountered will help explain what is to follow. To begin with, so far almost all motor-car travel westward from the eastern edge of the Rocky Mountains has had as a starting point either Cheyenne, Wyoming, or Pueblo, Colorado. These two cities, though both at altitudes of about a mile above sea level, are neither of them in the mountains, being simply at the extreme western border of the great alluvial plains of the Mississippi Valley, across which they are approached by an ascent so prolonged, uniform and gradual, that only the evidence of a barometer is convincing to the effect that one is not traversing level country.

Also, until the eastern motorist leaves the Mississippi Valley by way of one of these two cities, he will encounter no conditions of a type with which he is unfamiliar. If he is unfortunate as to season, he will find some bad mud and less bad sand, but on the whole will get along about as in his home locality, perhaps occasionally delayed for roads to dry, or possibly by the necessity for horse aid if he carelessly blunders into too deep sand with too small tires. Roads he will find better than the average, unless wet, all water courses are bridged, settlements are close together, gasoline is low-priced and abundant, and night stops

always can be made in towns where accommodations are both good and reasonable.

It is not until after entering the mountains that new conditions, in many respects beyond the imagination of the non-traveled easterner, supervene. From Cheyenne, through southern Wyoming to Ogden, Utah, and from Pueblo, through the Royal Gorge of the Arkansas River to Salt Lake City, the two practicable routes through the Rockies converge to their Utah termini, forty miles apart. From Ogden around the north shore of Great Salt Lake there is a choice of main routes,, each about one thousand miles long, into San Francisco along the line of the Central Pacific Railroad and into Los Angeles by cutting down through Nevada and southeastern California—the latter route affording the further alternative toward its end of running either through Death Valley or the Owens River Valley in California.

From Salt Lake City the southern main route can also be reached by leaving along the lines of the Salt Lake and San Pedro, or the new Western Pacific Railroad, soon diverging from these into a run through the mountains to Ely, Nevada. So far as the writer knows no motorist has as yet succeeded in following the line of the "Salt Lake Road" all the way from Salt Lake City to Los Angeles. From Ogden there is a possible route to the northwest, which has been taken by a few trans-continentalists, and at least one car has come east from Los Angeles through Arizona, New Mexico, and Texas, but for the average tourist it will be more satisfactory to follow the better-prospected lines of travel.

Throughout the country under consideration the going becomes chiefly an unending alternation of running through valleys and over summits, even the most desert areas being decidedly mountainous, contrary to popular belief among easterners. Nevertheless the valleys, even in the most unsettled sections will often afford fifty or a hundred miles of ideal speeding. Indeed, there are tracts in Nevada, of hundreds of square miles of almost level ground of natural road material, across which the highways, though improved only to the extent of occasional wheel tracks and sign posts, will admit of full speed with the most powerful cars—though unexpected small gullies are a menace to be kept ever in mind by the driver unfamiliar with the road.

The mountain grades will not disappoint the most extravagant conceptions of them. Again and again before the coast is reached there will be killing climbs of miles upon miles on low-gear, with the ascent always severe and often for very short distances absolutely up to the limits of traction and engine power. Then will follow prolonged descents down which the "tenderfoot" will take the advice of the mountain and desert-wise chauffeurs and brake with his engine, or else learn to his sorrow that three or four hours of continuous down hill, dropping from three hundred to a thousand feet a mile will not merely char brake linings but will absolutely burn the brakes out of a car, wearing the brake drums to shells, and heating them not only enough to blister the paint but even enough to burn the spokes loose.

Water-cooled brakes and inorganic contact surfaces are of little avail, nothing but letting the car turn the engine over sufficing to dissipate

the energy developed in the descent. In this connection there are a couple of tricks worth knowing. One is to disconnect the linkage, if any is provided, between emergency brake and clutch, so that brake and engine can be used together when necessary. Another is that when the car coasts too fast with one gear in engagement, but is not descending abruptly enough to turn the engine over at all with the next lower gear in, keep the lower in mesh and give the motor ignition and just enough fuel to keep the car moving.

In thus depending upon the engine for prolonged braking, it does not follow that the regulation brakes may be neglected. They should be kept at all times in the best possible condition, ready for instant use in stopping on both up and down grades, and for slowing while gear changing during the long coasts—a manipulation, by the way, that will be found just the reverse of the gear changing to which one is accustomed.

In climbing the long grades—sometimes gaining as much as a mile in height in going from 10 to 50 miles, it is of the utmost importance to keep the cooling system in good shape. In fact, there are very few cars in which the carrying of extra water for refilling the radiator will not avoid delays to let things cool during these long climbs. Slipping fan belts, dirt accumulated on the inside or outside of the radiator, or an ineffective circulating pump will make themselves known when their shortcoming would never be suspected under less severe conditions.

Clutches, too, which never cause trouble in thousands of miles of ordinary running, are prone to develop unprecedented weaknesses during long climbs. The safeguard, especially with leather-faced cone clutches, is never to let slipping begin, as once started it rapidly progresses to the ruin of the facing. Dry litharge, dusted liberally upon the contact surfaces, is a western panacea for slipping leather clutches, and as it is not readily purchasable when most needed, a small can of it in the tool box is a safe precaution.

It is particularly important that the tires be of very large section, generally much larger than the normal equipment of the car, this being a secret of successfully traversing bad sand. None smaller than four inches should be used, no matter how light the car. Spare tires must be carried, of course, and an abundance of extra tubes is a necessity, as cemented patches cannot be depended upon in the hot climate. Also, it being any number of times easier to keep going in the sand than it is to start in it, never enter upon a long sandy stretch on the high gear unless the running is down hill, any attempt to change down the gears being almost sure to result in stalling. To start again, when all else fails, a piece of canvas tarpaulin, or even a few gunny sacks worked under the rear wheels, will do wonders. The car being run slowly on the low gear, the person who places the canvas can by a little hustling easily pick it up and regain his seat.

Bad places, while apt to be very bad, have usually the redeeming feature of being very short. Of the varieties most encountered, there will be "stair steps" in the rocks on grades, excessively steep and abrupt small gullies, fords, patches of deep or very slippery mud, and deep ruts at the sides or high rocks in the middle of the road. The first, on

upgrades, can in some cases be surmounted with a low-powered car only by stopping, placing the low gear in mesh, speeding the engine, and then abruptly slamming in the clutch, trusting to good construction to stand the stresses on tires, springs, and transmission. Bad gullies are best taken by "rushing" through on low gear, slowing for just an instant at the bottom of the descent if the rise is very abrupt.

Fords with hard bottoms may be taken at high speed, and must be if very long, or else the water whirled into the bonnet from below will drown the engine. With high-tension ignition it is very easy in fording to cause short circuits that may require hours to dry out. Naturally, the drying-out process is more conveniently accomplished ashore than afloat, from which the logic of "rushing" through is apparent. A ford with very sandy bottom or an abrupt bank on the far side is better rushed on one of the lower gears. A ford with a rough bed of rocks is most treacherous of all, and, if possible, must be gone through slowly. If found in combination with high banks, it may have to be rushed at some risk, on low gear.

The worst place between Los Angeles and Utah is a ford of this description at Twin Springs, Nevada. Piling a lot of sage brush into bad fords or gullies often will reduce the difficulties of getting through. Mud, unless very deep, can be traveled through rather easily with tire chains, while ruts and rocks will do no injury to any car with reasonable clearance if some care is taken in picking the road. Though the desert and mountain roads are very bad in spots, that they do not average so can be inferred from the fact that in one instance of which the writer knows a four-inch tire, with nine hundred pounds on the wheel, ran from Los Angeles to Ogden without pumping.

In Nevada there are some automobile roads roughly maintained by the automobile stage lines that have been responsible for the development of so many new mining camps, and as horse trespassing on these is a penitentiary offense, the sage brush grows high between the wheel ruts. And as it "whips" under a fast-running car it has a trick of turning on gasoline and water drain cocks if these are exposed and the precaution is not taken of wiring them shut.

Many of the runs between settlements are of such length that no standard cars are built with gasoline capacity sufficient to cover the distance, so the carrying of extra gasoline becomes imperative. As gasoline is commonly sold in five-gallon square cans in the west, two cans in a wooden case, these can be fastened to the running boards or elsewhere on the machine. They must be well secured against rattling about, or they will surely develop leaks. The same sort of cans can be conveniently used to carry water. It should be made a rule never to leave a settlement where gasoline or water is to be had without laying in a supply, unless it is positively known that the next supply can surely be reached without trouble.

Carelessness of this sort, in conjunction with a fuel consumption of a third of a gallon a mile through a long stretch of bad sand, once occasioned the writer a 30-mile walk across the desert and two days' delay. Gasoline is cheap on the Pacific Coast and east of Great Salt Lake, but the prevailing prices, even along the railroads, are 40, 50,

and 60 cents a gallon throughout the desert country. When there is time enough, and the schedule is sufficiently well defined, gasoline can be shipped ahead for less than it can be bought from point to point. Water is as important as gasoline, for both car and occupants. A five-gallon can for the machine and a couple of two-gallon canteens for the passengers will be about right. With plenty of water to drink the dry desert heat is much more bearable than the humid weather of eastern summers, but without water for even an hour the hardiest begin to suffer, especially should any walking be necessary, while a "dry camp" is a desert synonym for misery. Much of the water that will be found is undrinkable, so the advice on this score should be had from the natives.

Lubricating oil of proper quality is almost impossible to secure except at one or two of the big camps, so enough for practically the entire trip should be taken along.

Dry cells can be had in a few places, and when had will quickly deteriorate, if not already in bad condition, from drying out. Storage batteries can be charged once at most in the course of any possible trip. The result is that magnetic ignition of some type is imperative if serious ignition troubles are to be avoided.

Good lights are desirable for camping rather than for driving, as night running under no circumstances should be attempted. As surely as it is it will result in getting lost, for no matter how well the road itself may be illuminated, the inability to keep track of the general topography of the country will end in missing the road, which, being ordinarily a mere wagon track, can be easily confused with some similar track, perhaps made months before, branching off to one side.

The route should be inquired and verified at every opportunity, as a hundred-mile run without meeting any one is always to be anticipated. In contradistinction to first ideas of the tenderfoot—accustomed to rural ignorance of local geography in the populous eastern states—directions secured from teamsters and others can be depended upon absolutely, even the mileages given often coming out almost exactly on the odometer. Ignorance of the road through the deserts may too easily mean calamity to be permitted to any one. Pencil sketches should be made embodying information secured, distances being such that the best memory is scarcely capable of following the often complicated directions. The post-route maps issued by the government will be helpful, while the topographic maps are particularly useful to the extent that they are to be had for the localities traversed.

By careful planning and avoidance of unscheduled delays, night stops can be usually made at some sort of habitation, but a camping outfit, including blankets and perhaps pneumatic mattresses or sleeping bags, is certain to come in handy, while if it is regularly used it will reduce expenses materially, besides affording complete independence of any schedule. A several days' supply of condensed foods, together with an alcohol-cooking outfit, also will prove its usefulness, besides being another means of saving money. A tent is not particularly necessary, as rains are very brief and uncommon during the season when motoring is practicable, but the car should have a top if only

to protect from the sun, while a tarpaulin can be used as a protection against any inclement weather that may chance along, besides being useful in sand to keep dust from the baggage, etc.

A very important precaution, which can be neglected only to be regretted, is the care of the skin. The alkali invariably present in the desert dust is excessively irritating to the most calloused complexion if permitted to enter the pores, and often causes violent acute eezemas that can be counted upon to spoil all enjoyment for a week or ten days. The only preventative the writer knows of is the rather disagreeable but quite efficacious expedient of thoroughly greasing face, neck, and hands with cold cream before each days' ride. Washing in strongly alkaline water also is to be avoided, it frequently proving worse than going dirty.

It almost goes without saying that at least one of the party should be not only a good driver, but a thorough mechanic, resourceful enough to improvise any possible repair. For the same reason a complete outfit of tools and spare parts should be carried. Of the latter the most important are extra bolts and nuts, quantities of wire and cord, some rivets and pieces of sheet metal, extra spring leaves, etc. Of tools that are not ordinarily carried a good gasoline blow torch and soldering outfit are most important, with the addition of a good breast drill with a chain to hold it against irregular work. Several hundred feet of $\frac{3}{4}$ -inch rope with a couple of double-sheave pulleys will sometimes help the car over a difficulty that cannot be surmounted otherwise. For the very cautious, a party traveling in two cars would afford ideal safeguard against breakdown, besides being a great help in bad places.

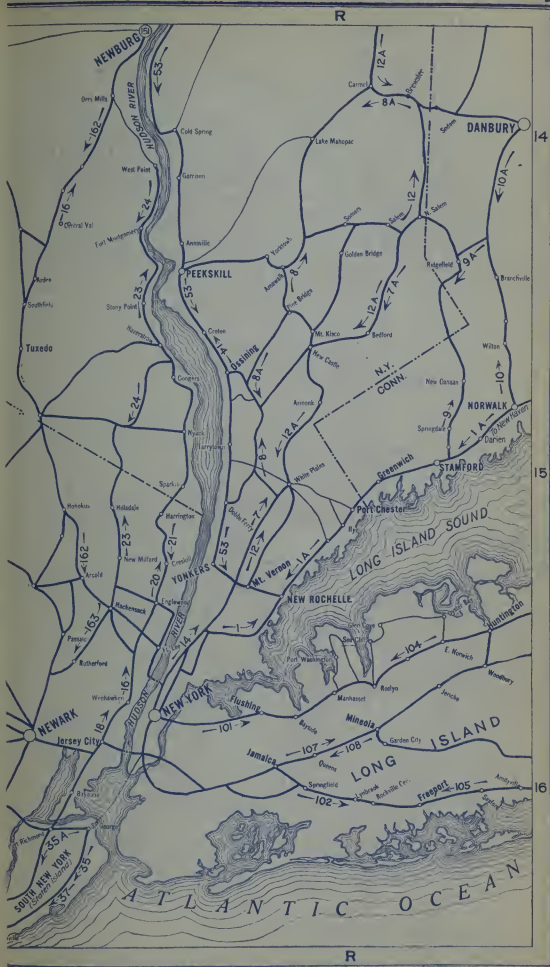
There is little occasion to remodel any up-to-date car for such a trip, except that all the spring-eye and shackle bearings should be provided with oil holes, or better, with grease cups, if not originally so fitted. Springs of anything less than the most superior quality will be sure to give trouble through breakage, a danger that can be reduced by the fitting of good shock absorbers. The altitudes reached will have no perceptible effect on any modern engine or carbureter.

Firearms are less necessary than the traditions of the west might suggest, but a good revolver or automatic has its uses, while a rifle in the hands of a qualified marksman is sure to secure the pelts of a few coyotes, the largest game that will be encountered. An aneroid barometer for indicating altitudes, a gradometer, a speedometer, field glasses, compass, camera, etc., are desirable but not essential.

Although the territory covered by the four volumes of the Blue Book takes in by far the greater portion of all the well-traveled routes from the Atlantic Coast to the Missouri River, there are those who will desire additional information in laying out tours. To all subscribers who have sent in the coupon on page 781 the Blue Book offers the services of its **Touring Bureau**. Address either New York or Chicago.

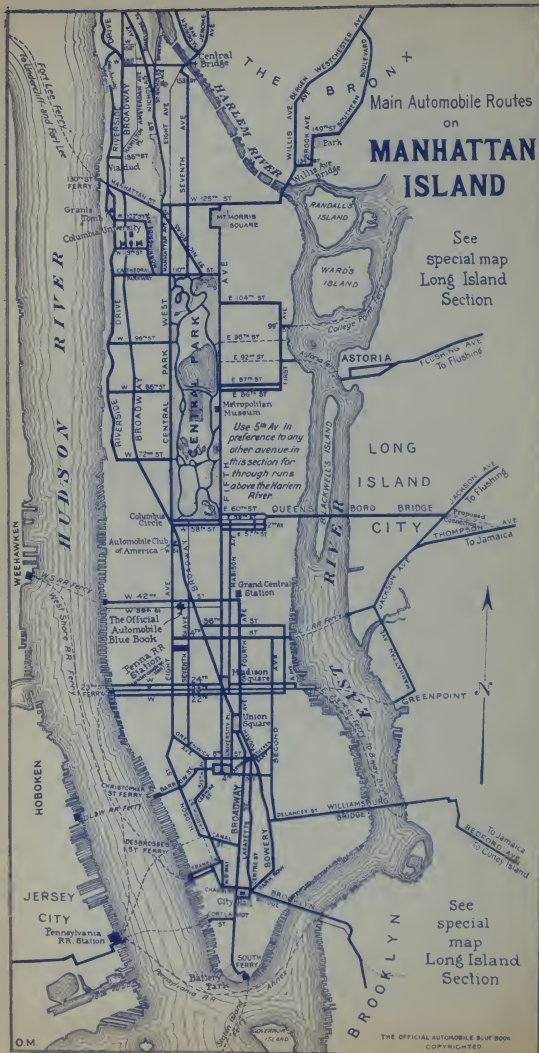


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GRAPHIC INDEX MAP

route and upper outside corner of each page. Not to be confused with page numbers. Centers are shown with large circles. For all town and cities on this map and on



NEW YORK CITY SECTION

ROUTE 1 TO 40

Route 1—New York City to New Haven, Conn.—74.6 m.

Route map, page 62

Reverse route, No. 1A

The first section of the popular Shore Route, by far the most used entrance into New England. Macadam all the way, the greater part badly worn and rough.

Descriptive Outline—Leaving New York through winding drives of Central Park, and emerging at Cathedral Parkway, near St. John's Cathedral; the Harlem River is crossed on the 145th St. bridge, and the magnificent new Grand Boulevard, or Concourse, is followed past the Poe Monument and cottage (5.6 m). Turn right on Fordham Parkway and enter Bronx Park, where are located the Botanical and Zoological Gardens. Woodlawn Cemetery, with mausoleum of J. Gould, lies to the north. Coming in view of L. I. Sound, we skirt the eastern edge of New Rochelle, founded by the Huguenots, 1686. Here is the Thomas Paine monument, commemorating the grant to him by New York State. From New Rochelle, the Old Boston Post Road is followed past **Larchmont**, a pleasant sea-shore resort and yacht station; through **Rye**, with Rye Beach over to the right, and after passing **Port Chester**, Byrams River is crossed into New England.

Greenwich, the first town in Connecticut (the Nutmeg State), was settled in 1640, and has many fine homes. Gen. Israel Putnam's cottage, with relics on view, was his headquarters, 1778-79. Put's Hill is the place where Gen. Putnam plunged down the bluff to escape the British under Tryon, and is marked by a granite boulder. **Stamford** was also settled in 1640 by a party of pioneers from Wethersfield, having obtained a deed from the Indians. Steamers connect with New York at this point. **Darien** (39 m) was the scene (1781) of the capture of Rev. Moses Mather and congregation by the British; the little brick church is still standing near the Post Road. By a short run from Darien to the Beach, a fine view of the Sound may be had. **Norwalk**, where Roger Ludlow purchased land from the Indians in 1640, was permanently settled in 1651, near Old Fort Point. Though burned by the British, many old interesting houses may yet be seen. From Norwalk a picturesque drive may be taken through South Norwalk along the Coast, coming into the old Post Road at **Fairfield**—laid out in 1639, and once a favorite stopping place for New York and Boston travelers. The Sherman mansion, the old powder house, Benson's Tavern, the site of the whipping posts and stocks on the Green are of interest. **Bridgeport**, at the mouth of the Pequonnock River, a manufacturing city and the home of the Howe and Wheeler & Wilson sewing machines, has large cartridge and other manufactures. In Seaside Park is a Soldiers' Monument and statues of P. T. Barnum and Elias Howe. Nearby is Barnum's Cup. Beardsley Park on the north is easily accessible, and Steeple Chase Island (Long Beach) is one mile south. Crossing Treat Memorial Bridge at Milford (note e), a beautiful drive along the shore, brings us to New Haven (see Vol. 2).

MILEAGES
Total Intermediate (For this and optional exits, see New York City map, page 58.)

0.0	0.0	COLUMBUS CIRCLE , 59th St. & Central Park West. Northeast on west drive of Central Park,, curving left at statue in fork (0.1 m). Cross stone bridge.
0.6	0.6	Webster Monument; curve left along lake on parkway.
1.3	0.7	Fork; bear right (left leads to 85th St. exit), curving left downgrade past reservoir (on right).
2.4	1.1	Fork; take left across stone bridge, curving sharp left (2.7 m) and right (2.8 m).
3.0	0.6	Turn square left out of park into 7th Ave., which follow.
4.7	1.7	145th St.; turn square right up slight grade, curving left across long arch bridge over Harlem River.
5.3	0.6	4-corners top of grade, subway station on right; turn square left on Mott Ave.



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visit to our place will be a reason
for many future repetitions. "Al-
ways a few hours well spent" in
a most select atmosphere, within
easy access to New York City
and all eastern points.

ROUTE

From New York City, after leav-
ing Bronx Park, turn square left,
with trolley on White Plains
Ave., about 500 feet, then right
to Boston Post Road, straight
ahead $3\frac{1}{2}$ miles to Bonnie Brae
Inn. Coming from the east, con-
tinue on Boston Post Road
through New Rochelle to Bonnie
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N. EDWARDS

New York City Section

Route 1

- 5.5 0.2 Fork; bear left into the Concourse—fine wide boulevard. Pass Poe monument (on left—5.9 m—cottage on right).
- 9.7 3.2 4-corners; turn right with trolley on Fordham Road, winding downgrade across Webster Ave. trolley. Go under elevated RR. (9.2 m) with single trolley into Pelham Ave.; enter Bronx Park at end of tracks (9.7 m), crossing stone bridge over Bronx River (9.9 m). Cross trolley on old White Plains Road (10.4 m—for **Bonnie Brae Inn**, see note a). Follow Pelham Parkway over long RR. bridge (12.1 m).
- 12.8 4.1 End of Parkway at large sign; turn square left on Shore Road, across new bridge over Eastchester Bay (13.3 m); cross trolley (13.7 m), and pass entrance to Travers Island (New York Athletic Club—15.5 m). Avoid left-hand road at stone church (15.9 m), leading to Pelham Manor. Join and follow trolley 1 block (16.2 m), now on Cedar Road. Cross trolley (17.2 m).
- 17.4 4.6 End of road; turn square left into Echo Ave.
- 17.7 0.3 **NEW ROCHELLE**. Intersection of trolley on Main St. **Pepperday Inn**, Main & Echo St. **Motor Car Agency**, 22 Harrison St., **Stock Michelin Tires**. Turn square right and follow tracks past **Indian Head Hotel** (on left—18.6 m).
- 19.5 1.8 **LARCHMONT**. Irregular 4-corners; straight on. **Red Lion Inn**.
- 21.1 1.6 **MAMARONECK**. Open square—trolley turns left; bear slightly right across small stone bridge on "Post Road."
- 21.8 0.7 Fork; bear right on macadam with poles. For **Rye-Sea Cliff Ferry** see Note (b).
- 23.6 1.8 Fork; large iron gate on left; curve right downgrade, across stone bridge, curving left at small park (24.5 m);

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Write for pocket map and time-table.

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Summer Office:

Rye, N. Y.

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New York



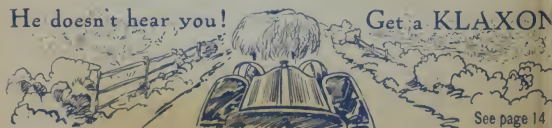
- join trolley at stone watering trough (on right—24.7 m) to
- 24.8 1.2 **RYE.** Flagpole in fork; turn right—leaving trolley—up slight grade; cross trolley (25.0 m) and go over RR. bridge (25.1 m), keeping right downgrade under RR. (26.2 m).
- 26.3 1.5 End of road; meeting trolley turn square left on Main St.
- 26.5 0.2 **PORTCHESTER,** bank in fork.
- Erison-Eddy Co.,** 108 N. Main St., **Stock Michelin Tires.**
Keep right, under RR. (27.0 m). Cross stone bridge across Byram River—(State Line) at end of trolley (27.5 m). Pass road to left (28.2 m), leading to **Edgewood Inn.** Pass **The Maples** (on right—29.5 m).
- 29.6 3.1 **GREENWICH, CT.** 4-corners.
Bullard Garage, Boston Post Road, **Stock Michelin Tires.**
Trolley comes in from right just beyond. Straight on, to
- 30.0 0.4 Stone watering trough at fork of trolley, stone church and monument over to left; bear right downgrade. Cross stone bridge at Mianus (32.0 m), and avoid right-hand road with branch of trolley (32.3 m).
- 34.4 4.4 5-corners; curve right with trolley across iron bridge over Mill River into Main St. Pass Park (on left); **Bell Bros. Garage** over to left.
- 34.7 0.3 **STAMFORD, CT.** Town Hall on right; straight ahead
Hotel Carlton, Main St.
Stamford House, Main St.
Bell Bros. Garage, W. Park Place.
A. L. Schavoir, Wall St., **Stock Michelin Tires.**
- 35.1 0.4 Trolley fork at small park, stone church on left; bear left with trolley but where trolley leaves to left at top of grade (Danbury **Route No. 9**) keep straight ahead under RR. (35.5 m), joining trolley just beyond. Cross stone bridge over Norton River (36.7 m) to
- 39.2 4.1 **DARIEN;** station on left, trolley leaves to right; straight ahead under RR.—worn macadam road, through diagonal 4-corners (42.2 m—right leads to **South Norwalk, The Clifford,** see note c). Pass hospital (on right—42.6 m). Keep right downgrade, bearing left into West Ave. (42.8 m).
- 43.4 4.2 **NORWALK.**
Perley C. Sturges, Wall St., **Stock Michelin Tires.**
Curve right with trolley at car-barn, across stone bridge over Norwalk River.
- 43.7 0.3 Iron watering trough in open square; turn square left with trolley along green.
- 44.0 0.3 Turn next right in front of white church, with branch of trolley, upgrade on Westport Ave. (**Route 10** runs north

Route 1

New York City Section

- to Danbury). Follow trolley across iron bridge over Saugatuck River, through
- 46.7 2.7 **WESTPORT.** Stone watering trough at intersection of Main St. Straight ahead with trolley past **Hawthorne Inn** (on right—47.2 m), under RR. (50.9 m) to
- 51.0 4.3 **SOUTHPORT;** 5-corners; turn square left with trolley.
- 51.2 0.2 Fork; bear right across bridge (51.5 m).
- 52.6 1.4 **FAIRFIELD;** 4-corners; turn right with trolley.
- 52.8 0.2 End of street; turn left with tracks.
- 53.6 0.8 Fork in front of gate; bear right with trolley. Go under RR. (55.4 m), into Fairfield Ave., brick paving. Bear right (56.1 m) and left (56.6 m) with trolley.
- 57.1 3.5 **BRIDGEPORT.** Intersection of Main St., see note (d).
The Stratfield, Main St., 2 blocks left.
Atlantic Hotel, Fairfield Ave., near depot.
Bullen's Restaurant, 108 Bank St.
Peck & Lines Co. Garage, Middle St.
Blue Ribbon Garage, 291 Fairfield Ave.
Miller's Garage, 554 Fairfield Ave.
Bridgeport Auto Co., 388 Fairfield Ave.
 Straight ahead under RR. (57.3 m) and across 2 long iron bridges.
- 57.9 0.8 End of second bridge, bear left on Connecticut Ave. leaving trolley. Cross branch RR. (58.0 m), joining trolley (59.1 m).
- 60.4 2.5 End of road; turn square left with trolley.
- 60.8 0.4 **STRATFORD.** Iron watering trough in open square; turn right with branch trolley; (left under RR. is Route 5 to Waterbury). Pass **Stratford Inn** (on right—61.7 m) and cross narrow iron bridge over Housatonic River (62.1 m). Where trolley turns right (62.5 m), keep straight ahead past Liberty Rock Monument (on left—63.1 m), joining tracks (65.0 m) at long, narrow park (on left).
- 65.4 4.6 **MILFORD;** 4-corners, end of park; see note (e). Turn square left with trolley under RR. (65.6 m), curving right across small iron bridge to irregular 4-corners (66.0 m). Straight ahead—leaving trolley—on new macadam. Over RR. bridge (71.7 m), joining the shore route from New York at irregular 4-corners (72.7 m), cross iron bridge over West River (73.2 m).
- 73.3 7.9 Fork of 3-streets; take extreme left (Davenport Ave.), leaving trolley; pass cemetery (on left—73.5 m).

He doesn't hear you!



Get a KLAXON

See page 14

THE STRATFIELD

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BRIDGEPORT
CONNECTICUT

New York City Section

Route 1

- 74.2 0.9 5-corners; bear left on Broad St.
 74.3 0.1 End of street; jog right on George St., and left into College St., 2 blocks to Chapel St.,
 74.6 0.3 **NEW HAVEN**, College & Chapel Sts.
Moseley's New Haven House, on right.
Knight's Garage, George St., **Stock Michelin Tires**.
The Holcomb Co., 105 Goffe St.
The Reichert Auto Co., 44 Temple St.

For diverging routes, see Index map, New Haven Section, Vol. 2.

Special Note (a)—Short cut to **New Rochelle**. After leaving Bronx Park, turn square left with trolley on old White Plains road (10.4 m). Turn next right (10.5 m), leaving trolley. At fork (14.0 m) keep right past **Bonnie Brae Inn** (14.7 m), passing under RR. (16.2 m). At fork (16.5 m) bear right on Main St. to intersection of Echo Ave., New Rochelle (16.7 m). Regular route comes in from right. Somewhat shorter and fully equal to the route described in the text.

Note (b)—For **Ferry to Seacliff** turn right at 23.3 m on Rye Beach Ave. Cross small bridge and turn right on Milton Rd. Turn left on Dearborn Ave. over hill to ferry.

Note (c)—Variant through Norwalk and along Shore. Turn right at diagonal 4-corners (42.2 m), keeping right to end of road (42.4 m). Turn right through 5-corners (42.7 m) and turn next left (42.8 m) straight under RR. in **South Norwalk** (43.0 m). Join trolley and keep straight ahead across long iron bridge. At fork (43.5 m), where trolley turns right, bear left to end of road (43.9 m). Turn square left past cemetery (on right). Do not go under RR., but turn square right into Winfield St. Go under RR. (46.1 m), turning first right beyond into Charles St. Turn left, joining trolley (46.4 m), and next right across iron bridge.

Turn square right (47.0 m) and next left on Green Farms road, leaving trolley. Go over RR. bridge (47.5 m) and turn left at end of road (47.9 m). Go over RR. bridge and turn next right, turning again right at 3-corners (48.5 m). Take right fork (49.0 m) and keep right over RR. bridge (49.7 m). Take right fork (51.2 m) past churches right and left. Keep straight through 4-corners in **Southport** (52.5 m), joining trolley and regular route from left.



Route 1 A

New York City Section

Note (d)—Variant Bridgeport to Stratford, via Barnum Ave. From Main St. and Fairfield Ave., Bridgeport (57.1 m) run north on Main St., turning right with trolley into Washington St. under RR. (57.6 m). Cross long iron bridge and turn left with trolley at park (58.0 m). Turn next right with branch trolley, farther side of park, into Barnum Ave. Macadam begins at end of trolley (59.2 m).

Meeting trolley at end of road (61.1 m) turn square left and next right at red house (61.3 m) into Longbrook Ave. Go under RR. (61.6 m) to end of road (61.9 m), meeting trolley, turn square left on regular route.

Note (e)—Variant Milford to New Haven, via Shore Line. From Milford (65.4 m) leaving trolley—run straight ahead across Robert Treat Memorial bridge, curving right and immediately left with poles at 4-corners beyond. Join trolley (from right), keeping straight ahead where tracks leave just beyond. Follow poles on worn macadam—caution for sharp left curve (68.0 m). Cross trolley (69.2 m) and at 4-corners, Westmount (69.3 m)—Hotel Pembroke over to right), turn square left into New Haven Ave. At fork immediately beyond small iron bridge (70.1 m) turn right, leaving poles. Caution for sharp left curve (70.7 m). Cross trolley (72.1 m) and immediately turn right across tracks.

Curve left around from hotel at Savin Rock (72.5 m), Bishop's Colonnade ahead on shore, joining trolley (72.6 m). Keep straight ahead on Savin Ave.—trolley immediately leaves to right. At green (on right), West Haven (73.8 m), turn square right into Main St., past Town Hall (on left, 73.9 m). At 4-corners, signal box on right (74.6 m), turn left into First Ave. Meeting trolley (74.8 m) turn right into Elm St., curving left across iron bridge (75.1 m). Again bear left over RR. bridge (75.9 m) into Howard Ave. Go over another RR. bridge (76.4 m) and turn right (76.6 m) with cross trolley into Congress St. Pass iron watering trough (76.8 m) and turn right into Temple St. to intersection of Chapel St., New Haven (77.2 m).

Route 1A—New Haven, Conn., to New York City—74.6 m.

Route map, page 62

Reverse route, No. 1

Final section of the popular Shore Route from New England into Greater New York. Via Bridgeport, Norwalk, Stamford and New Rochelle, entering via the new Concourse and Central Park. Macadam practically the way; in greater part badly worn and rough. For descriptive outline, see Route 1.

MILEAGES
Total Intermediate

(For city map, see page 65)

0.0	0.0	NEW HAVEN, College & Chapel Sts. South on College St.
0.2	0.2	End of street; turn right on George St. and immediately left on Broad St.
0.3	0.1	Bear diagonally right into Davenport Ave., past Evergreen Cemetery (on right—1 m). Trolley comes in from left (1.3 m). Cross iron bridge over West River (1.4 m).
1.9	1.6	Irregular 4-corners; keep straight ahead—trolley leaves to left with Shore route—see note (a). Go over RR bridge (2.9 m) on fine new macadam. Join trolley at irregular 4-corners (5.6 m). Cross small iron bridge (8.9 m), curving left with trolley under RR. (9 m) into
9.1	7.2	MILFORD, 4-corners, park on right. Turn square right with trolley along park, past monument (on right—9.3 m). Where trolley leaves to left at end of park (9.6 m), keep straight ahead.
9.9	0.8	Iron watering trough in fork; bear left upgrade on worn macadam, joining trolley (from left—12.1 m). Cross long iron bridge over Housatonic River (12.5 m) and follow trolley past Stratford Inn (on left—12.9 m).

See note (b) for variant into Bridgeport.

New York City Section

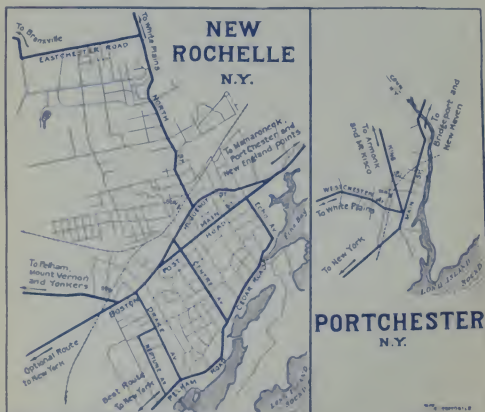
Route 1 A

- 13.8 3.9 **STRATFORD**, iron watering trough in open square; turn square left with trolley. (Route 139 from Waterbury comes in from right.)
- 14.2 0.4 Turn square right with car-tracks to
- 15.5 1.3 Fork beyond cemetery; bear right on Connecticut Ave. (macadam); trolley goes left. Cross branch RR. (16.6 m). Trolley comes in from left (16.7 m). Cross 2 long iron bridges (16.8 m & 17.2 m) and go under RR. (17.3 m).
- 17.5 2.0 **BRIDGEPORT**, Fairfield Ave. & Main St.
The Stratfield, Main St., two blocks left.
Atlantic Hotel, Fairfield Ave., near depot.
Blue Ribbon Garage, 291 Fairfield Ave.
Peck & Lines Co., Middle St.
Bridgeport Auto Co.
 Straight ahead on Fairfield Ave. with trolley. Bear right through open square (18 m) and left (18.5 m) on brick paving. Go under RR. (19.2 m).
- 21.8 4.3 Branch road; turn right with trolley.
- 22.0 0.2 **FAIRFIELD**, stone water trough at 4-corners, library on right; turn left with trolley.
- 23.6 1.6 **SOUTHPORT**, 5-corners; turn square right with trolley under RR. (23.8 m). See note (c). Pass Pequot Indian Monument (on left—24.1 m) and cross iron bridge just beyond. Pass **Hawthorne Inn** (on left—27.4 m); down-grade into
- 27.9 4.3 **WESTPORT**, stone watering trough at intersection of Main St. Cross iron bridge over Saugatuck River, keeping right fork of trolley just beyond into Westport Ave.
- 30.6 2.7 End of street in front of church and cemetery; turn left with trolley along park (on right).
- 30.9 0.3 Iron watering trough in open square; turn right with trolley across stone bridge over Norwalk River. Curve left into Wall St.
- 31.2 0.3 **NORWALK**.
Perley C. Sturges, Wall St., **Stock Michelin Tires**.
 See city map, page 62, for route to **Hotel Clifford** and **South Norwalk dock**, where boat may be taken for **Huntington, L. I.**, connecting with **Route 104** for **New York**.
- 31.4 0.2 Bear left with trolley into West Ave.
- 31.8 0.4 Fork at stone watering trough—bear right—leaving trolley—past brick armory (on right—31.9 m) and **Norwalk Hospital** (on left—32 m).
- 35.4 3.6 **DARIEN**. Go under RR. at station (on right), joining trolley from left just beyond; cross stone bridge over **Noroton River** (37.9 m) and go over hill. Where trolley leaves to left (39.1 m) keep straight ahead under RR., joining other tracks (39.3 m). Pass small park (on left—39.5 m), bearing right into **Main St.**, past **Hotel Carlton** (on right) and **Stamford Hotel** (on left).
- 39.9 4.5 **STAMFORD**, **Main & Atlantic Sts.**, **City Hall** on left.
A. L. Schavoir, **Wall St.**, **Stock Michelin Tires**.

Route 1 A

New York City Section

- Straight ahead with trolley, keeping left of small park (40 m). **Bell Bros.' Garage** over to right.
- 40.2 0.3 5-corners just beyond iron bridge over Mill River, turn left with trolley, upgrade. Cross stone bridge over Mianus River (42.6 m), ascending grade into Main St.
- 45.0 4.8 **GREENWICH**, 4-corners, trolley turns left; straight on. **Bullard Garage**, Boston Post Road, **Stock Michelin Tires**. Pass **The Maples** (on left—45.1 m). Road to right just beyond leads to **Edgewood Inn**. Cross stone bridge over Byram River—Interstate line (47.1 m); go under RR. (47.6 m) into N. Main St.,
- 48.1 3.1 **PORTCHESTER, N. Y.**, bank on right in reverse fork **Erisson-Eddy Co.**, 108 N. Main St., **Stock Michelin Tires**.
- 48.3 0.2 Turn square right, under RR. (48.4 m) and go over RR bridge (49.5 m) into
- 49.8 1.5 **RYE**, flagpole in reverse fork (on right).
For **Rye Seacliff Ferry**, see Note (d).
- 49.9 0.1 Stone watering trough in fork; keep right—leaving trolley.
- 50.1 0.2 Small park in fork, stone church on left; curve right downgrade across small stone bridge and follow "Post Road" through



HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



PEPPERDAY INNANNEX AND
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Cor. Main St., and Echo Ave., NEW ROCHELLE, N. Y.

American Plan \$2.50 Per Day Up.

Open All Year.

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- 53.5 3.4 **MAMARONECK**, open square—trolley comes in from right. Straight ahead with trolley, past
- 55.2 1.7 **LARCHMONT**, 4-corners, with cross-line of trolley. **Red Lion Inn**. Straight on into Main St.,
- 56.9 1.7 **NEW ROCHELLE**, brick apartment house on left at 4-corners; turn square left into Echo Ave., leaving trolley. **Pepperday Inn**, Main St. & Echo Ave.
Motor Car Agency, 22 Harrison St., **Stock Michelin Tires**.
See Note (e) for **Bonnie Brae Inn** and shortcut into New York. Caution for sharp right turn (57.2 m) into Cedar Road. Cross trolley (57.4 m); join trolley (58.3 m); tracks leave to left (58.4 m). Pass entrance to New York Athletic Club—Travers Island (59.1 m). Cross trolley on City Island Road (60.8 m) and keep straight ahead on worn macadam across new bridge over Eastchester Bay (61.3 m) to first
- 61.8 4.9 Right hand road; turn right at large sign, into Pelham Parkway—fine macadam. Over RR. bridge (62.5 m). Cross trolley—Old White Plains Road (64.2 m), entering Bronx Park just beyond. Leaving park (64.9 m), curve right on Pelham Ave., under elevated tracks (65.4 m). Straight ahead across Webster Ave. double trolleys (65.5 m).
- 65.7 3.9 3-corners; curve left with branch trolley on Fordham Road.
- 65.9 0.2 4-corners; turn left on Concourse—fine wide boulevard.
- 68.7 2.8 Poe Monument in fork; keep left on Concourse across 161st St. (68.8 m). Bear slightly right into Mott Ave. (69.1 m).
- 69.3 0.6 4-corners top of grade, subway station ahead on right; turn square right across long iron bridge over Harlem River, curving slightly right beyond into 145th St.

**G
A
R
A
G
E**

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**G
A
R
A
G
E**

Route 1 A

New York City Section

- 69.9 0.6 Turn square left into Seventh Ave. Cross 125th St. (70.9 m); straight ahead across St. Nicholas Ave., and 116th St. (71.4 m).
- 71.6 1.7 Central Park at 110th St. Enter park, curving immediately right and shortly left. **Caution** for sharp right curve (71.9 m).
- 72.2 0.6 Fork; just beyond stone bridge, bear right past Croton Reservoir (on left).
- 73.3 1.1 Fork; keep left on main driveway.
- 74.0 0.7 Webster Monument at fork of 3-roads; curve right.
- 74.5 0.5 Small statue in fork; bear right out of park into
- 74.6 0.1 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

For city map, see New York Section, page 58.

For diverging routes, see Index map New York Section, page 56.

For through connections, see Trunk-line Index map, page 1.

Note (a)—Variant New Haven to Milford via Shore Line—New Haven, Col lege and Chapel Sts.; east on Chapel St., turning first right into Temple St. Meeting trolley (0.3 m), turn right into Congress St. At brick hospital (on right—0.6 m), turn left with cross-trolley into Howard Ave., over RR. bridge (0.8 m). Go over another RR. bridge (1.3 m) and immediately turn right with branch trolley across iron bridge (2.1 m). At red brick store (on right—2.4 m) turn left into First St., leaving trolley. At signal box ahead (on right—2.6 m) turn right into Main St., past Town Hall, West Haven (on right—3.3 m). At farther side of green (3.4 m), curve into Savin Ave. **Caution for blind right curve around Cox's Surf House (4.7 m)—Bishop's Colonnade on shore to left. At fork immediately beyond (4.8 m) bear right, crossing trolley (4.9 m). Immediately bear left across trolley again (5.1 m) on winding road along shore. **Caution** for right curve (6.5 m). Bear left across iron bridge (7.1 m) to 4 corners, Westmont (7.9 m)—The Pembroke over to left. Turn square right across trolley (8.0 m). Follow poles on worn macadam—**caution** for right curve (9.2 m). Join and leave trolley; jog right and immediately left (11.3 m) across Robert Treat Memorial bridge (11.4 m) to 4 corners at green, Milford (12.5 m). Straight ahead along green, with regular route.**

Note (b)—Stratford to Bridgeport via Barnum Ave. Turn first right beyond Stratford Inn (13.1 m), leaving trolley. Go under RR. (13.4 m). At end of road (13.7 m) turn left with trolley and next right (13.9 m), leaving trolley. At 5 corners (14.0 m), curve left on macadam into Barnum Ave., joining trolley at park (16.7 m). At farther side of park (16.9 m) turn left with trolley into Noble St. and next right into Washington St., across long iron bridge. Go under RR. (17.4 m), turn next left into Main St. to intersection of Fairfield Ave., Bridgeport (17.9 m). Turn square right and follow regular route.

Note (c)—Variant Fairfield to South Norwalk, along shore. At 5 corners, Southport (23.6 m) keep straight ahead—trolley and regular route turn right. Pass church (on right and left), going over RR. bridge (26.4 m). At 3 corners (27.6 m) turn left and again left at end of road (28.1 m). Go over RR. bridge and turn next left over another RR. bridge (28.6 m). Meeting trolley (29.0 m), turn right and follow tracks with several turns into Winfield St. At end of street near RR. underpass (32.1 m), turn square left past church (on right). Turn right into Van

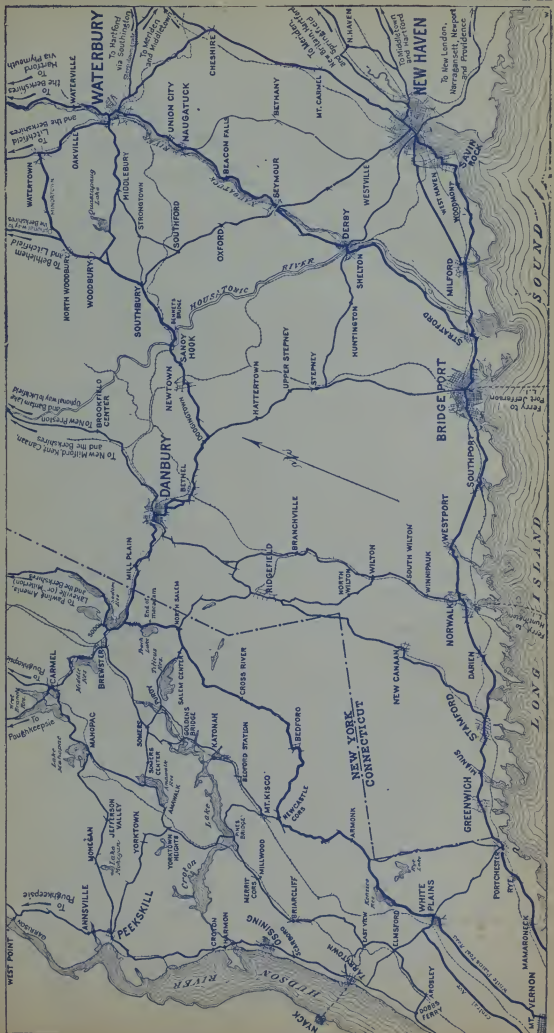
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Route 5

New York City Section

Zant Ave., joining trolley (from left—32.6 m). Cross long iron bridge (32.9 m) into South Norwalk (33.0 m), P. O. on right. Straight ahead under RR. (33.1 m), turning right at end of road (33.3 m). Straight through 5-corners (33.4 m); at branch road (33.7 m) turn left, and at next 4-corners (33.9 m) again turn left into regular route.

Note (d)—For ferry to Seaclyff, turn left at 51.3 m on Rye Beach Ave (0.6 m). Cross small iron bridge and then right on Milton Road (0.1 m) to Dearborn Ave. Turn left over hill (0.4 m) to ferry.

Note (e)—For Bonnie Brae Inn and short cut into New York. From 4-corners, New Rochelle (56.9 m) run straight ahead on Main St. Continue on Boston Post Road, past Bonnie Brae Inn (59.0 m). At end of road (63.1 m), turn left at next right into Fordham Parkway, joining regular route.

Route 5—Bridgeport to Waterbury, Conn.—32.1 m.

Route map, page 71

Reverse route, No. 5A

Most used connection from Route 1 through Derby to Waterbury. Nearly all good macadam.

Descriptive Outline—Following the Shore line to Stratford, turn left up the picturesque Housatonic River, crossing into Derby. Ansonia, across the river from Derby, is noted for the manufacture of clocks. Thence the beautiful Naugatuck Valley is followed into Waterbury (see Route 121).

MILEAGES
Total Intermediate (For this and optional exits, see Bridgeport city map, page 62.)

0.0	0.0	BRIDGEPORT , Fairfield Ave. & Main St.
		East on Fairfield Ave, under RR. (0.2 m) and across 2 long iron bridges (0.5 m).
0.8	0.8	End of second bridge, bear left on Connecticut Ave., leaving trolley. Cross branch RR. (0.9 m), joining trolley (from right—2.0 m).
3.3	2.5	End of road; turn square left with trolley.
3.7	0.4	STRATFORD ; iron watering trough at open square; turn left with branch trolley, under RR. (Right is Route 1 to New Haven and Stratford Inn.)
4.7	1.0	Small park in fork; bear right on main road nearing the Housatonic River. Join and leave trolley.
7.3	2.6	Church in fork; keep right, meeting trolley (7.7 m) and crossing tracks (7.9 m). Where tracks leave to right (8.4 m) keep left on main road—caution for sharp right turn beyond iron bridge (8.9 m). Caution for sharp left turn away from trolley (12.6 m) with sharp right back to car-tracks (12.7 m).
13.8	6.5	SHELTON . Stone watering trough in open square; turn square right with single car-line across long bridge over Housatonic River.
14.0	0.2	End of bridge; turn right with trolley into Main St.
14.1	0.1	DERBY , Main & Elizabeth Sts.; turn square left on Elizabeth St., upgrade past monument and park (on right—14.4 m).

“Nightingale” Whistle

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Complete

New York City Section

Route 5 A

- 14.9 0.8 Fork; keep left on macadam—trolley goes right. Pass cemetery (on right—15.5 m) and cemetery (on left—15.8 m), joining trolley (from right—16.0 m), which ends (16.5 m). Follow direct road along river.
- 19.4 4.5 3-corners; turn right into Broad St., past church (on right). Cross small bridge and larger bridge over Naugatuck River (19.4 m).
- 19.5 0.1 End of road; turn left into Main St.
- 19.8 0.3 **SEYMOUR**; station on right. **Caution** for sharp right curve under RR. (19.9 m) with immediate left turn beyond into N. Main St. Cross trolley (20.8 m)—tracks go right (21.7 m). Pass Beacon Falls trolley station (on left—23.4 m) and go under trolley (23.8 m), and again (25.6 m).
- 25.7 5.9 3-corners; bear left—**caution** for curves along river.
- 27.0 1.3 **NAUGATUCK**. Iron watering trough in reverse fork. Bear left on good macadam, becoming S. Main St. Go under RR. (31.3 m)—trolley all the way into
- 32.1 5.1 **WATERBURY**, Center Square & Main St.
The Elton on right. **Towle's Garage** on left.
- For diverging routes, see Waterbury Section, Vol. 2.

Route 5A—Waterbury to Bridgeport, Conn.—32.1 m.

Route map, page 71

Reverse route, No. 5

Most-used connection from Waterbury through Seymour and Derby, connecting Bridgeport with Route 1A to New York. A scenic trip down the Naugatuck and Housatonic valleys; mostly macadam. For descriptive outline see Route 5.

MILEAGES Total Intermediate

- 0.0 0.0 **WATERBURY**, Center & Main Sts.
 South on Main St., stone blocks becoming macadam.
- 0.1 0.1 Drug store in fork; bear left with trolley under RR. (0.9 m). Keep left side of Naugatuck River, passing 2 iron bridges (on right) with general line of trolley into
- 5.1 5.0 **NAUGATUCK**, iron watering trough in fork; bear right with trolley—sign, "Beacon Falls."
- 6.4 1.3 3-corners; bear right, across small bridge and under trolley (6.5 m). **Caution** for sharp curves along river; go under trolley (8.3 m) past Beacon Falls trolley station (on right—8.8 m). Continue along river—more curves and narrow roadway. **Caution** for trolley crossing (11.2 m).
- 11.5 5.1 Fork; bear right across small iron bridge into North Main St. **Caution** for right curve under RR. (12.3 m), with immediate left turn beyond into Main St.
- 12.4 0.9 **SEYMOUR**, RR. station on left.
- 12.6 0.2 Fork; turn square right across iron bridge over Naugatuck River and small bridge beyond.
- 12.7 0.1 3-corners; turn left, avoiding right fork (13.6 m). Pick up trolley (15.7 m).

Route 7

New York City Section

- 16.1 3.4 Fork: keep right, leaving trolley (left with tracks goes to Ansonia). Join trolley (from left—17.2 m), keeping right with tracks at fork (17.4 m) into Elizabeth St., past monument and park (on left—17.7 m).
- 18.0 1.9 **DERBY**, end of street; turn square right into Elizabeth St. and next left across long bridge over Housatonic River.
- 18.3 0.3 **SHELTON**, stone watering trough in open square; turn square left with trolley upgrade. **Caution** for sharp right turn (19.4 m) and sharp left (19.5 m). Curve right at Pine Rock Park (on right—23.1 m). **Caution** for sharp left turn over iron bridge (23.2 m). Straight ahead, leaving and joining trolley past small park (on right—27.4 m) into Main St. Go under RR. (28.2 m) into
- 28.4 10.1 **STRATFORD**, iron watering trough in open square; bear right with branch trolley (left is **Route 1** to Stratford Inn and New Haven).
- 28.8 0.4 Turn square right with tracks.
- 30.1 1.3 Fork beyond cemetery; bear right on Connecticut Ave. leaving trolley. Cross branch RR., joining trolleys just beyond. Cross 2 long iron bridges and go under RR.
- 32.1 2.0 **BRIDGEPORT**, Main St. & Fairfield Ave.
 The Stratfield, Main St., two blocks left.
 Atlantic Hotel, Fairfield Ave., near depot.
 Bridgeport Auto Co., 388 Fairfield Ave.
 Peck & Lines Co. Garage, Middle St., near The Stratfield.
 Blue Ribbon Garage, 291 Fairfield Ave.
 For diverging routes, see Index map, New Haven Section, Vol. 2.

Route 7—New York City to Danbury, Conn.—66.9 m.

Route map opposite

Reverse route, No. 7A

Via White Plains and Bedford. Macadam to Putnam County Line. Fair to good dirt and gravel balance of way. (See Route 12 for Descriptive Outline.)

MILEAGES
 Total Intermediate

(For optional exits, see New York City map, page 58.)

- 0.0 0.0 **COLUMBUS CIRCLE**, Broadway & 59th St. Follow directions given in **Route 12** to
- 55.2 1.1 **NORTH SALEM**; church on right and left.
- 55.3 0.1 3-corners; curve left upgrade on macadam, which ends at County Line, cemetery on left; straight ahead on fair dirt road past Peach Lake Reservoir (on left—57.4 m).
- 59.2 3.9 End of road at foot of short grade. Turn square right; (left is **Route 12** to Pittsfield).
- 59.7 0.5 Fork; bear left, across small bridge (61.6 m) and follow RR. crossing tracks at small station (on left—62.9 m);
- 63.0 3.3 3-corners; turn right through small hamlet of Mill Plain, crossing RR. (64.0 m).

New York City Section

Route 7A

- 64.3 1.3 3-corners at cemeteries; turn left across RR. (64.4 m), descending long grade. At foot of hill bear right under RR. (66.3 m) and cross small bridge.
- 66.4 2.1 Fork; keep right on West St., curving past triangular park (on right—66.6 m). Join trolley just beyond to
- 66.9 0.5 **DANBURY, CONN.** Monument in road; Main & West Sts. City map, page 80.
- Hotel Green**, $\frac{1}{4}$ mile to left on Main St.
- Green Auto Co.**, Main St., **Stock Michelin Tires.**

For diverging routes, see Danbury Section, Volume 2.



This map takes up the New York-Danbury route at White Plains and carries it through to the end.

Route 7A—Danbury, Conn., to New York City—66.9 m.

Route map, above

Reverse route, No. 7

Via Bedford and White Plains; good dirt first 9 miles; balance macadam.

MILEAGES
Total Intermediate

- 0.0 0.0 **DANBURY**, Main & West Sts.
West on West St., with trolley.
- 0.3 0.3 Small triangular park; bear right—leaving trolley. Cross small bridge and go under RR. arch (0.6 m). Immediately curve left upgrade on Lake Ave.; cross RR. (2.5 m).

New York City Section

Route 8

- 2.6 2.3 Fork at cemetery; bear right across RR. (2.9 m) through small hamlet of
- 3.9 1.3 **MILL PLAIN**, 3-corners; turn square left across small bridge and RR.; small station on right.
- 4.1 0.2 Fork; bear right along RR. and reservoir, avoiding left-hand road at large sign (7.7 m). Turn square left and follow directions given in Route 12A to
- 66.9 0.0 **NEW YORK CITY**, Columbus Circle, 59th St. & Central Park West.
- Empire Hotel**, 4 blocks north on Broadway.
- Grand Hotel & New Annex**, 31st St. & Broadway.
- Marie Antoinette**, Broadway & 67th St.
- Hotel Woodstock**, 43rd St., east of Broadway.
- Joscelyn Stable Co.'s Garage**.

For city map, see New York City Section, page 58.

For diverging routes, see Index Map, New York City Section, page 56.

Route 8—New York City to Danbury, Conn.—74 m.

Route map, pages 76 & 75

Reverse route, No. 8A

Via Elmsford and Lake Mahopac. An excellent alternate to Route 7, leaving New York in a slightly different way.

MILEAGES
Total Intermediate

(For city map, see page 58.)

- 0.0 0.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.
North on 8th Ave. (Central Park West).
- 2.6 2.6 Turn square left into 110th St. (Cathedral Parkway), immediately under elevated.
- 2.7 0.1 Turn right into Manhattan Ave., keeping straight ahead where car-tracks leave to right (3.0 m), running into St. Nicholas Ave. at 124th St. (3.4 m).
- 4.6 1.9 Fork; keep right through St. Nicholas Place.
- 4.9 0.3 Turn right on 155th St., across viaduct, bearing left with trolley onto
- 5.2 0.3 **CENTRAL BRIDGE**. Straight ahead—trolleys leave to left (5.4 m) into Jerome Ave. Join tracks (from left—5.7 m); follow across Fordham Road (8.3 m). Cross Yonkers Ave. (13.1 m) and keep straight ahead on Central Ave. (macadam—no trolleys) crossing Tuckahoe Road (15.6 m) and through hamlet of Greenville (19.3 m) to
- 20.8 15.6 **HART'S CORNERS**. Fire station on left, wagon shop on right; turn square left 200 ft. beyond, and jog right and immediately left, taking right fork 50 ft. beyond. (Straight on from Harts Corners leads to White Plains—22.8 m—making an excellent variant to Routes 7 and 12) Ascend long hill.

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Route 8

New York City Section

- 21.4 0.6 End of road; turn right, keeping straight through much-used cross-roads; **caution** for approaching vehicles. Bear left across trolley at foot of hill (23.7 m—**caution**) into the White Plains-Tarrytown Road.
- 23.8 2.4 **ELMSFORD**; 4-corners just before RR.; turn square right **caution** for auto traps.
- 26.1 2.3 Right-hand road, alms house on right; turn square right. cross concrete bridge (26.9 m).
- 28.5 2.4 Fork; take left on main road—**caution** for diagonal RR. crossing (30.7 m).
- 30.8 2.3 Fork; bear right through
- 32.3 1.5 **BRIARCLIFF MANOR**. 4-corners, large stone church on left. Straight ahead past **Briarcliff Lodge** (on left).
- 32.4 0.1 Fork at barns; bear right, keeping left (34.6 m) past Echo Lake.
- 35.8 3.4 Fork at old stone hotel (Merrit Corners); keep straight ahead; cross RR. (37.1 m), shortly coming along Croton Lake (on left). Continue direct past first bridge, following built-up roadway onto **Pines Bridge** over Croton Lake.
- 39.4 3.6 Turn first left beyond bridge, crossing RR. at Croton Lake station (on right—40.0 m).

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BREWSTER, N. Y.

New York City Section

Route 8

- 40.7 1.3 Right-hand road; turn square right (straight ahead leads around reservoir).
- 43.2 2.5 End of road; turn right.
- 43.4 0.2 Fork; do not cross tracks, but keep left along same past Yorktown Heights station (on right—43.5 m).
- 43.7 0.3 End of road; turn left.
- 44.0 0.3 Fork; keep right across concrete arch (44.3 m). Immediately swing right, crossing RR. at Amawalk station (45.1 m).
- 45.4 1.4 Fork; keep left along west side of Muscoot reservoir.
- 50.2 4.8 **BALDWIN PLACE**; small hamlet; grocery store on right. Turn left across RR. (50.3 m).
- 50.5 0.3 Fork; keep right.
- 51.7 1.2 Irregular 4-corners; turn right across RR. (51.9 m); along shore of Lake Mahopac (52.7 m). **Caution** for sharp curves.
- 54.0 2.3 **LAKE MAHOPAC**; RR. station **Thompson's Hotel**; straight ahead across RR.
- 56.3 2.3 Irregular corners at edge of West Branch Reservoir. Turn right—**caution** for sharp left turn (56.7 m). Cross built-up road by gate house and cross bridge (58.2 m). Short distance beyond turn left with sharp right and immediate sharp left over RR. bridge (58.5 m)—these three turns close together and easily followed. Cross RR. (58.7 m)—**caution**, running along south shore Lake Glenida, past station (on right—59.2 m) into
- 59.5 3.2 **CARMEL**; irregular forks just beyond store. Turn sharp right under RR. (59.8 m).

Smalley Inn.
McNulty Garage.
- 59.9 0.4 Fork; foot of grade, sign "Brewster"; take left.
- 60.9 1.0 4-corners; turn square left over RR. bridge.
- 61.5 0.6 End of road; turn square right across bridge at head of reservoir. Pass abandoned Tilly Foster mines. Cross RR. (61.8 m), keeping right along reservoir. Go over RR. bridge (63.7 m).
- 63.8 2.3 End of road; turn right, curving left into the main street of
- 64.0 0.2 **BREWSTER**. RR. station. **Brewster House**. Straight ahead through town.
- 64.7 0.7 Watering trough just beyond small bridge; turn sharp left past condensed milk factory (on left) and under RR. (64.9 m). Turn right along tracks.
- 65.2 0.5 3-corners; bear right—(left leads to Pittsfield, Route 12). Pass stock farms. Curve right over RR. bridge.
- 65.5 0.3 Fork; turn left on main road along RR. and reservoir (on left). Avoid right-hand road at large hotel sign (66.3 m—leading to White Plains—(Route 344).
- 66.8 1.3 Fork; bear left across small bridge (68.7 m) and follow RR., crossing tracks at small station (on left—70.0 m).

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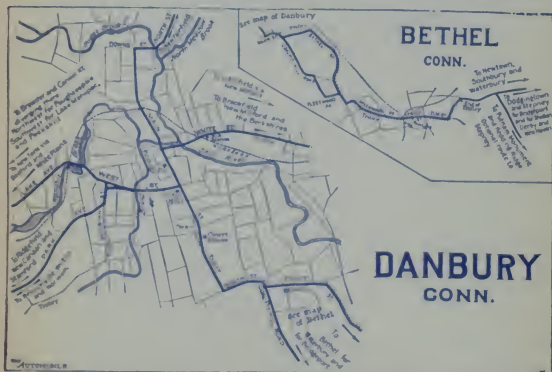
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The KLAXON owner
carries insurance
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See page 14

New York City Section

Route 8 A

- 70.1 3.3 3-corners; turn right through small hamlet of **Mill Plain**, crossing RR. (71.1 m).
- 71.4 1.3 3-corners at cemeteries; turn left across RR., descending long grade. At foot of hill bear right under RR. (73.4 m) and cross small bridge.
- 73.5 2.1 Fork; keep right on West St., curving left past triangular park (on right—73.7 m). Join trolley just beyond.
- 74.0 0.5 **DANBURY, CONN.** Monument in road; Main & West Sts. City map, page 80.
Hotel Green, $\frac{1}{4}$ mile to left on Main St.
Pyramid Motor Car Co., 314 Main St.

For diverging routes, see Danbury Section, Vol. 2.

Route 8A—Danbury, Conn., to New York City—74 m.

Route map, pages 75 & 76

Reverse route, No. 8

Via Lake Mahopac and Briarcliff. An excellent alternate to Route 7A. Fair dirt road, with some macadam to Carmel; balance nearly all macadam.

MILEAGES (For this and optional exits see Danbury city map, page opposite.)
 Total Intermediate

- 0.0 0.0 **DANBURY.** Follow directions given in Route 55A to
- 20.0 20.0 **LAKE MAHOPAC, N. Y.** Cross RR., avoiding left fork immediately beyond. Follow macadam along shore of lake; caution for numerous sharp curves.
- 21.3 1.3 Prominent fork near end of lake; bear left. Cross RR. (22.1 m).
- 22.3 1.0 Irregular 4-corners; turn left. (Peekskill route runs straight ahead.) Keep left at next 2 forks; cross RR. (23.7 m).
- 23.8 1.5 **BALDWIN PLACE**, small hamlet; turn square right on macadam through 4-corners (26.1 m) and along the west side of Muscoot Reservoir, crossing RR. at **Amawalk station** (on right—28.9 m). Follow macadam, curving right and left across concrete arch (29.7 m), keeping left just beyond.
- 30.3 6.5 Fork just before RR.; bear right—sign “Pines Bridge.” Pass Yorktown Heights station (on left—30.5 m).
- 30.6 0.3 Fork; bear right, keeping left at next fork (30.8 m).
- 33.3 2.7 End of road; on west side of Croton Lake; turn square left across RR. at Croton Lake station (on left—34.0 m).
- 34.6 1.3 End of road; turn square right across “Pines Bridge” over Croton Lake.
- 34.7 0.1 End of bridge; turn right—sign “Briarcliff Manor.”
- 35.7 1.0 Right-hand road; turn right—sign “Ossining.” At fork just below bear left, leaving Ossining road to right. Cross RR. (36.9 m) through Merritt Corners—old stone hotel (on right—38.2 m)—frequent auto-trap. Shortly curve right around Echo Lake, winding up good roads past barns (on left).
- 41.7 6.0 **BRIARCLIFF. Briarcliff Lodge.** Straight on past stores and through 4-corners at large stone church (on right).

Route 9

New York City Section

- 43.3 1.6 Fork; bear left across RR.—dangerous.
- 45.5 2.2 Prominent 3-corners; bear right, cross concrete bridge.
- 47.9 2.4 End of road; at East View; turn square left past alms-house (on left).
- 50.2 2.3 **ELMSFORD.** (Notorious auto-trap; serious accident from ropes and chains across road.) Meeting trolley turn square left, avoiding right-hand road just beyond.
- 50.3 0.1 Small wood church on left; turn diagonally right across trolley upgrade on macadam. Straight through cross-roads; caution for entering vehicles.
- 52.6 2.3 Left hand road beyond poultry farm (on right); turn left down long hill with 2 sharp curves near bottom. At foot of grade turn left 200 ft. to
- 53.2 0.6 **HARTS CORNERS.** Turn square right on Central Ave.; straight macadam through
- 54.7 1.5 **GREENVILLE.** Straight on across Tuckahoe Road (58.4 m); cross Yonkers Ave. trolley (60.9 m) into Jerome Ave. Pass Empire racetrack (on left) direct across Fordham Road (65.7 m).
- 68.3 13.6 Fork, keep left—trolley turns right.
- 68.8 0.5 **CENTRAL BRIDGE.** At end of bridge, turn right across 155th St. viaduct—one long block along Trinity Cemetery.
- 69.2 0.4 Turn square left on Broadway downgrade across Manhattan St. (70.5 m). Caution for trolleys and vehicles from right and left. Joining trolley follow tracks upgrade—Broadway all the way—past **Hotel Empire** (on right—73.8 m) to
- 74.0 4.8 **COLUMBUS CIRCLE,** 59th St. & Central Park West.
Hotel Woodstock, 43rd St., east of Broadway.
Hotel Empire, 3 blocks north of Columbus Circle.
Grand Hotel & New Annex, 31st St. & Broadway.
Marie Antoinette, Broadway & 67th St.
Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For city map, see New York City Section, page 58.

For diverging routes, see Index map, New York City Section, page 56.

For through connections, see Trunk line Index map, page 1.

Route 9—Stamford to Danbury, Conn.—28.9 m.

Route map, page 71

Reverse route, No. 9A

Connecting route via New Canaan and Ridgefield. Mostly good dirt roads; numerous forks and turns.

MILEAGES

Total Intermediate

- 0.0 0.0 **STAMFORD,** Town Hall, Main St. East on E. Main St.
- 0.4 0.4 Small park in fork; turn left upgrade with branch trolley. (Right is Route 1 to New Haven).
- 0.6 0.2 Turn left with trolley into Glenbrook Ave.
- 1.0 0.4 Turn right—leaving trolley, into Glenbrook Road—macadam.
- 1.9 0.9 End of road; turn right across RR. at Glenbrook station and cross stone bridge (2.2 m).

New York City Section

Route 9

- 2.5 0.6 Irregular 4-corners at schoolhouse; turn left past cemetery (on left—3.0 m). Straight through hamlet of **Springdale** (3.6 m)—caution bad RR. crossing—(3.9 m).
- 5.7 3.2 Fork; take right under RR.—sign “New Canan 2 m.” Curve right (6.7 m).
- 7.0 1.3 Fork; bear left on macadam.
- 7.6 0.6 4-corners at RR. station on left; turn right 2 blocks.
- 7.7 0.1 End of road; turn square left on Main St. into
- 7.8 0.1 **NEW CANAAN**. Iron watering trough at open square; bear diagonally right across square into Forest St., up-grade past church (on left).
- 8.4 0.6 Fork; keep right on hilly road.
- 9.4 1.0 3-corners; curve left.
- 10.6 1.2 Left-hand road—easily missed; turn left.
- 10.7 0.1 Turn right—sign, “Ridgefield 7 m”—fair dirt road. Pass cemetery (on right—13.0 m) and another (on left).
- 13.6 2.9 Fork; keep right on direct road.
- 15.8 2.2 End of road; top of long hill turn square right. Go through cross-roads (16.5 m), curving right and left on fine gravel boulevard. Pass schoolhouse (on left—17.0 m) and golf links (on left) just beyond.
- 17.8 2.0 End of road; stone church with clock on right Turn square left on Main St.
- 18.5 0.7 **RIDGEFIELD**. Town Hall; straight ahead through village, past **The Elms** (on right).
- 19.0 0.5 Right-hand road, easily missed; turn square right on “Danbury Road.”
- 20.0 1.0 Fork; bear right and keep right at fork immediately beyond.
- 22.0 2.0 Cross-road; turn square left on narrow dirt road, winding past pond (on left).
- 26.2 4.2 End of road; turn square right—sign “Danbury.”
- 26.4 0.2 Turn left.
- 27.1 0.7 Meeting trolley turn right with tracks; bad crossing of same (27.5 m). Where trolley leaves to right (27.6 m) keep straight on fine macadam—Park Ave.
- 28.3 1.2 End of road; after short descent; meeting trolley turn square left on Division St.
- 28.4 0.1 Turn right at park with trolley on West St. into
- 28.9 0.5 **DANBURY**, Main & West Sts., business center.
Hotel Green, $\frac{1}{4}$ mile left on Main St.

For city map, see page 80. For connecting routes, see New England Volume 2.

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No fatigue at the
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Hartford Suspension Company 135 Bay St., Jersey City, New Jersey.

Route 9 A

New York City Section

Route 9A—Danbury to Stamford, Conn.—28.9 m.

Route map, page 71

Reverse route, No. 9

Connecting route to the Shore Line via Ridgefield and New Canaan.
Mostly good dirt road, with numerous forks and turns. For descriptive outline see Route 9.

MILEAGES

(For city map, see page 80.)

Total Intermediate

0.0	0.0	DANBURY , Main & West Sts.
		West on West St., keeping left of small park with trolley.
0.5	0.5	End of park; turn square left with trolley on Division St. one block.
0.6	0.1	Turn right—leaving trolley—into Park Ave. upgrade on fine macadam. Join trolley (from left—1.3 m), dangerous crossing of same (1.4 m).
1.8	1.2	Fork; turn left—leaving trolley—keeping right at next fork (2.1 m).
2.5	0.7	End of road; turn right.
2.7	0.2	Left-hand road; turn square left up narrow valley.
4.3	1.6	Fork; keep right, avoiding all roads to right and left.
6.1	1.8	Fork—sign "Branchville" Bear left past small pond (on right), narrow dirt road.
6.9	0.8	4-corners; turn square right upgrade on fair winding dirt road.
9.8	2.9	End of road; turn square left into Broad St., which follow past battlefield (on right) and The Elms Hotel into
10.4	0.6	RIDGEFIELD , Town Hall.
11.0	0.6	Stone church with clock ahead on right. Turn square right on wide gravel road, keeping left past golf links (on right).
11.8	0.8	Fork of 3-roads at small school; take middle road.
12.3	0.5	End of road; turn right past left-hand road (13.0 m).
13.2	0.9	Left-hand road at large tree; turn square left on main road past church (on left) and cemetery (on right—15.5 m).
16.3	3.1	Fork—sign "Canaan Both Ways." Keep left on better road through hamlet (16.9 m).
18.2	1.9	End of road; turn left and immediately right.
19.5	1.3	3-corners; bear right on macadam, curving right and left along brook through cross-roads (21.0 m) into
18.2	1.9	End of road; turn left and immediately right.
19.5	1.3	3-corners; bear right on macadam, curving right and left along brook through cross-roads (21.0 m) into
21.1	1.6	NEW CANAAN , iron watering trough at open square.
21.2	0.1	Turn square right on Railroad St.
21.3	0.1	4-corners at station; turn left along tracks, curving left (22.2 m).
22.8	1.5	Fork; bear right, going under RR. (23.1 m). Avoid left-hand road (23.6 m). Caution for RR. crossing (25.0 m); pass cemetery (on right—25.9 m).
26.4	3.6	4-corners; turn left across RR. at

- 27.1 0.7 **GLENBROOK STATION.** Immediately turn square left, not following trolley—joining tracks (from right—27.9 m). Follow same past small park (on left) into Main St., past **Hotel Carlton** (on right) and **Stamford House** (on left).
- 28.9 1.8 **STAMFORD**, City Hall on left; **Bell Bros.' Garage** across park to right.
City map, page 62.

Route 10—Norwalk to Danbury, Conn.—22 m.

Route map, page 71

Reverse route, No. 10A

Connecting route to Danbury via Wilton. Roads good first part; narrow and frequently hilly on middle section.

Descriptive Outline—From Norwalk (see Route 1) run north along Norwalk River, through picturesque woods, road becomes hilly and winding. Pass **Branchville** (11.3 m), birthplace of S. G. Goodrich (Peter Parley). Follow picturesque little valley into **Danbury** (see Vol. 2).

MILEAGES
Total Intermediate

- 0.0 0.0 **NORWALK**, Main & Wall Sts.
North on Main St., with trolley, to end of line at Win-nipauk (2.0 m). Pass through small hamlets (3.5 m & 5.0 m).
- 5.6 5.6 Fork; keep right upgrade—sign “Danbury 14 m.”
- 6.1 0.5 **WILTON**; RR. station on left; caution for sharp right curve (6.2 m).
- 6.4 0.3 Fork; keep right upgrade on new road.
- 6.5 0.2 Turn square left over RR. bridge and next right across wood bridge (6.7 m). Straight ahead on good road, past **Cannon** (small hamlet) on right—(7.7 m). Up slight grade, past old white church.
- 8.8 2.2 Fork; keep left on main road—right goes to Redding Ridge. Avoid right-hand road (9.8 m), ascending grade (10.0 m). Straight ahead on poorer road through prominent 4-corners (10.6 m), avoiding right fork immediately beyond. Curve left (10.8 m) across wood bridge. Caution for bad RR. crossing (11.1 m). Keep left at fork immediately beyond.
- 11.3 2.5 **BRANCHVILLE**; RR. station. Straight through; caution for dangerous RR. crossing (11.6 m).
- 13.2 1.9 Fork at cemetery on right. Take left—right leads to Bethel. Caution for bad curve (14.3 m). Curve left upgrade across small bridge (14.8 m).
- 14.9 1.7 Fork; keep right along stream, coming on improved road. Caution for sharp left curve (16.2 m).
- 19.3 4.4 End of road; turn right to next left.
- 19.5 0.2 Turn square left.
- 20.2 0.7 Fork just before meeting trolley; curve right, keeping straight ahead on macadam, where tracks leave to right (20.7 m).
- 21.4 1.2 End of road; after short descent. Meeting trolley turn square left on Division St.

Route 10A**New York City Section**

21.5 0.1 Turn right at park with trolley into West St.

22.0 0.5 **DANBURY**, Monument, Main & West Sts.**Hotel Green**, $\frac{1}{4}$ mile left on Main St.

For city map, see page 80.

For diverging routes, see Index map, page 173 & Vol. 2.

Route 10A—Danbury to Norwalk, Conn.—22 m.

Route map, page 71

Reverse route, No. 10

Connecting route to Shore Line via Wilton. Good roads on each end; narrow and frequent hills on middle section. For descriptive outline see No. 10.

MILEAGES

Total Intermediate (For city map, see page 80.)

0.0 0.0 **DANBURY**, Main & West Sts.

West on West St., past City Hall (on left), keeping left of small park with trolley.

0.5 0.5 End of park; turn square left with trolley one block on Division St. Turn first right on Park Ave., upgrade—leaving trolley. Join trolley (from left—1.1 m), crossing tracks (1.4 m).

1.8 1.3 Fork; turn left—sign “Danbury.”

2.5 0.7 End of road; turn right.

2.7 0.2 Fork; take left on winding road through Glen. Avoid left fork downhill (4.3 m) past roadhouse (on left—5.1 m). **Caution** for sharp right curve (5.8 m).6.1 3.4 Prominent fork; keep left, bearing slightly left through 4-corners (6.9 m) and cross small bridge (7.2 m), curving right downgrade beyond. **Caution** for bad curve (7.7 m) and cross RR. (10.4 m) into10.7 4.6 **BRANCHVILLE**, RR. station. Cross RR. (10.9 m), avoiding left-hand road beyond wood bridge (11.2 m). Pass old white church (on left), curving right downgrade, avoiding right-hand road (14.3 m—leading to Cannon). Cross wood bridge (15.3 m), curving left immediately beyond on new road over RR. bridge.15.4 4.7 Turn right and descend slight grade; **caution** for sharp left curve (15.8 m).15.9 0.5 **WILTON**, station on right. Straight through village, keeping right on main road (17.2 m) through another small hamlet (18.5 m). Join trolley at Winnipauk (20.0 m) and follow into Main St.22.0 6.1 **NORWALK**, end of street at intersection of Wall St. (See city map, page 62.)

Connecting with Route 1A to New York and with Route 1 to New Haven. Also by ferry to Long Island points.

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SEE

BACK COVER



Route 12—New York City to Pittsfield, Mass.—150.0 m.

Route map, page 173

Reverse route, No. 12A

Inland route via White Plains and Bedford. Macadam to Putnam County Line. Fair to good dirt and gravel, with occasional macadam balance of way.

Descriptive Outline—Running north from Central Park in 7th Ave., we turn right across Central Bridge into Jerome Ave. Beyond White Plains follow State Macadam road along Kensico Reservoir, the site of the principal water storage improvements for New York City. At Bedford are many fine homes. Further on we encounter many reservoirs, which form a giant chain stretching to New York City. At Wassaic, optional route may be taken through Sharon, where is a Moravian colony, and where Burgoyne's soldiers were quartered after the battle of Saratoga. From Lakeville an interesting trip may be made around Lake Wononsco. For the remainder of this trip see Route 43.

MILEAGES
Total Intermediate (For this and optional exits, see New York City map, page 58.)

- | | | |
|------|------|---|
| 0.0 | 0.0 | COLUMBUS CIRCLE , 59th St. & Central Park West.
Northwest on west drive of Central Park, curving left at statue in fork (0.1 m), across stone bridge. |
| 0.6 | 0.6 | Webster Monument , curve left along lake on main drive. |
| 1.3 | 0.7 | Fork; bear right (left leads to 85th St., exit), curving left downgrade past reservoir (on right). |
| 2.4 | 1.1 | Fork; take left across stone bridge, curving sharp left (2.7 m) and right (2.8 m). |
| 3.0 | 0.6 | Turn square left out of park into 7th Ave., direct across 145th St.; (right on 145th St. is Route No. 1 to New Haven). |
| 5.1 | 2.1 | Turn left on 153rd St. along small park; and next sharp right, following car-tracks over the eastern end of 155th St. viaduct onto |
| 5.3 | 0.2 | Central Bridge ; straight ahead across bridge—trolley leaves to left (5.4 m). Join car-tracks (from left—5.7 m) and cross Fordham Road (8.4 m) and Mosholu Parkway (9.9 m). Pass Woodlawn cemetery (on right—10.6 m) into Yonkers Ave. (13.4 m)—Empire racetrack on right. Straight north with poles across Tuckahoe Road (15.9 m) and through Hartsdale (21.2 m). |
| 22.8 | 17.5 | Stone watering trough at end of road. Meeting trolley curve right; |

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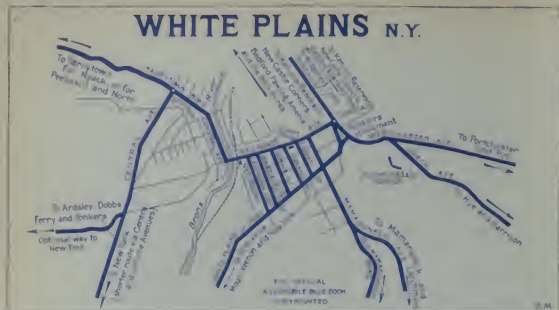
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White Plains, N. Y.

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Entering White Plains by Central and Railroad Aves, this route passes through the business center, turning north into Broadway.

- | | | |
|------|-----|---|
| 23.2 | 0.4 | Turn square left with trolley into Railroad Ave.; cross RR. (23.3 m). |
| 23.6 | 0.4 | WHITE PLAINS , Court House on right. Straight ahead with trolley. |
| | | Tri-State Supply Co.'s Garage , 4 Mamaroneck Ave. |
| 23.8 | 0.2 | Turn square left with trolley into Broadway—fine wide boulevard. Keep straight on where trolley turns right (24.0 m). |
| 25.3 | 1.5 | Fork, Oak Tree Hotel in center; curve right on main highway, keeping right past Kensico reservoir (on left—26.8 m). Caution for frequent sharp curves along shore. |
| 28.3 | 3.0 | Right hand road just beyond church at end of reservoir; turn square right, curving immediately left on macadam. Caution for sharp right and left turns across small wooden bridge (29.5 m). |
| 30.1 | 1.8 | End of road; turn square left across wooden bridge and immediately right on winding road through |
| 31.8 | 1.7 | ARMONK , P. O. on right at cross-roads; straight through; caution for left curve (32.1 m), avoiding left fork (32.3 m). Curve left with macadam (32.8 m), past Wampus Lake (on left—33.8 m), winding macadam. |
| 36.0 | 4.2 | 3-corners; bear right on macadam. |
| 37.6 | 1.6 | NEWCASTLE . Prominent right-hand road lower edge of village; turn square right away from village on winding macadam—easy grades. |
| 41.6 | 4.0 | 3-corners; turn left— caution for left curve just beyond passing cemetery and park (42.7 m). |
| 42.8 | 1.2 | BEDFORD , end of street beyond cemetery; turn square left. |
| 43.2 | 0.4 | Small triangular park; bear right— caution for left and right curves (45.5 m). |
| 46.7 | 3.5 | 3-corners; turn right—sign "South Salem." |



THE HORSE AND HOUND

South Salem, Westchester Co., N. Y.

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- 48.0 1.3 **CROSS RIVER**, end of road just beyond concrete bridge over reservoir; turn right, avoiding right fork (48.3 m). **Caution** for sharp curves (49.2 m & 52.0 m). Pass right-hand road (49.7 m—leading to **The Horse & Hound**—2 m).
- 54.1 6.1 Macadam 3-corners; turn right past reservoir on right into
- 55.2 1.1 **NORTH SALEM**, church on right and left.
- 55.3 0.1 3-corners; curve left upgrade on macadam, which ends at County Line, cemetery on left; straight ahead on fair dirt road past Peach Lake reservoir (on left—57.4 m).
- 59.2 3.9 End of road at foot of short grade; turn square left along RR. and shore of reservoir, curving right over RR. bridge (59.9 m).
- 60.3 1.1 3-corners, house in center; curve right into
- 60.7 0.4 **SODOM**, 3-corners; curve right. Cross iron bridge and immediately curve right.
- 61.0 0.3 Right-hand road, wind-mill on right; turn right, leaving poles, across arm of reservoir (62.2 m), curving left and right around reservoir. Cross iron bridge.
- 62.8 1.8 Turn square left; **caution** for narrow road along high bank (64.0 m). Straight through cross-roads (65.3 m)—stretch of poor road.
- 68.2 5.4 **HAVILAND HOLLOW**, store on right at end of road; turn square left with poles.
- 68.4 0.2 End of road; turn right around mill, avoiding right fork (71.0 m) and coming on macadam (71.7 m). Straight through irregular 4-corners (73.7 m).
- 74.4 6.0 **PAWLING**, water tub at 3-corners in edge of village; turn right away from RR. and village, avoiding left-hand road (76.2 m).
- 76.7 2.3 **HURDS CORNERS**; turn left in front of store on wind-ing dirt road.
- 81.1 4.4 **SOUTH DOVER**, 3-corners at brick house on left; turn right on plank road, past church (on right and left).
- 81.8 0.7 End of road; turn left with trolley. Follow valley of Ten Mile River on main highway.

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New Haven, Conn.

Bragg Stitched Tires

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Route 12 A**New York City Section**

- 87.9 6.1 Prominent 4-corners; turn square left across river and RR. into
- 88.9 2.0 **DOVER PLAINS**, end of street; turn square right on Main St. through village.
- 90.0 1.1 3-corners; turn right on good dirt road, skirting valley. Go under RR. (94.9 m) and cross iron bridge.
- 93.8 3.8 End of street; turn square left through
- 94.9 1.1 **WASSAIC**. Cross RR. (98.8 m).
- 98.1 3.2 **AMENIA**, stone watering trough at cross-roads; keep straight through and follow directions given in Route 43 to
- 150.0 **PITTSFIELD, MASS.**
 The Wendell Hotel, on left.
 The Maplewood, 4 blocks ahead on North St.
 Pittsfield Auto Garage, 328 North St.
 Central Auto Station, adjoining the Wendell.

For city map, see page 188.

For diverging routes, see Index map, Pittsfield Section, Vol. 2.

For through connections, see Trunk-line Index map, page 1.

Route 12A—Pittsfield, Mass., to New York City—150.0 m.

Route map, page 173

Reverse route, No. 12

The "Inland route," through the Dovers, Sodom and White Plains. Good gravel and macadam to Dover Plains; poor dirt road next 80 miles; fine State macadam through Westchester County. Descriptive outline in Route 12.

- MILEAGES** (For this and optional exits, see Pittsfield city map, page 188.)
 Total Intermediate
- 0.0 0.0 **PITTSFIELD**, North, East, South & West Sts.
 Follow directions given in Route No. 43A to
- 51.9 51.9 **AMENIA, N. Y.** Straight through village, crossing RR. (52.4 m), fine State macadam, through
- 55.2 3.3 **WASSAIC**. Curve left around mountain.
- 56.2 1.0 Prominent right hand road, end of macadam; turn square right across iron bridge and under RR. Cross bridge (59.6 m).
- 60.0 3.8 3 corners (signs); turn square left into
- 61.1 1.1 **DOVER PLAINS**, prominent left hand road. **Caution not to pass**; turn left across RR. at grade (61.3 m—road straight on goes under tracks).
- 62.1 1.0 4-corners beyond bridge; turn square right and follow valley of Ten-Mile River, joining trolley entering village.
- 68.2 6.1 Fork; bear right with trolley upgrade on plank road into
- 68.9 0.7 **SOUTH DOVER**, 3-corners in front of large brick house; turn left and follow poles on poor road (RR. in valley to right).
- 73.3 4.4 **HURD'S CORNERS**; bear right, then curve left uphill, shortly descending steep grade, to cross-road on side of hill (74.6 m). Keep straight on (wires apparently go right).

New York City Section

Route 12 A

- 75.6 2.3 **PAWLING**, water tub at 3-corners; bear left away from RR. on 3-m stretch of macadam, then winding gravel, easy grades.
- 81.6 6.0 Fork; curve left around hill—right also leads to Sodom—both hilly roads.
- 81.8 0.2 **HAVILAND HOLLOW**, country store; turn right.
- 83.9 2.1 At fork—old house on right, schoolhouse over to left—bear right downgrade on poorer road through Deforest Corners (85.0 m) and over hill—**caution** for narrow road-way on high bank above reservoir (on right).
- 87.4 3.5 **MILLTOWN**, end of road; turn square right across iron bridge and immediately left on good, wide road, winding along bank of reservoir (on left). Cross arm of reservoir (88.1 m).
- 89.2 1.8 **SODOM**, end of road beyond windmill; turn square left.
- 89.5 0.3 3-corners; turn left over iron bridge.
- 89.9 0.4 House in triangle; turn left—sign “Danbury”; bear right over RR. bridge (90.3 m), and immediately left along tracks, and reservoir (on left).
- 91.0 1.1 Big sign; turn square right past Peach Lake, coming on macadam at county line (cemetery on left—93.0 m).
- 94.9 3.9 End of road; curve right into Main St.
- 95.0 0.1 **NORTH SALEM**, small store and church.
- 95.3 0.3 Turn sharp left around small reservoir.
- 96.1 0.8 Macadam; 3-corners; bear left across small stream. Continue on State macadam, using caution for many sharp curves. Pass left-hand road (100.5 m—leading to **The Horse and Hound**).
- 102.2 6.1 Left-hand road; turn square left across concrete arch over Cross River reservoir. More dangerous curves right and left, always on macadam.
- 106.9 4.7 Small triangular park; bear left—(right leads to Bedford station, sign “Bedford”). Immediately curve left to
- 107.3 0.4 **BEDFORD**, town park. Turn square right between cemetery and park, and continue on macadam.
- 108.4 1.1 3-corners; curve sharp right—more sharp curves and some grades.

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**G
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Route 12 A

New York City Section

- 112.4 4.0 **NEW CASTLE**, end of street; turn square left.
- 113.0 0.4 3-corners, edge of village; bear left (stretch of bad road), then on worn macadam; **caution** for sharp curves, through
- 118.2 5.2 **ARMONK**, small hamlet, P. O. on left.
- 119.6 1.4 End of road; turn square left across bridge and immediately right and follow winding road.
- 121.7 2.1 End of road; turn square left along shore of Kensico Reservoir (on right). At farther end of reservoir (123.5 m), keep left and go over hill, curving right and left into North Broadway.
- 126.2 4.5 Opposite fountain turn right into RR. St. with trolley.
- 126.5 0.3 **WHITE PLAINS**. Tri-State Auto Co., 4 Mamaroneck Ave. Cross RR. (126.8 m) and shortly curve right with trolley.
- 127.2 0.7 Stone fountain; turn left, direct south on Central Ave. through Hartsdale (128.8 m). Cross Tuckahoe Road (134.1 m) and Yonkers Ave. (136.6 m—Empire racetrack on left); continue straight ahead with trolleys into Jerome Ave., crossing Fordham Road (141.6 m).
- 144.3 17.1 Fork, where trolleys leave to right, run straight ahead onto
- 144.7 0.4 **Central Bridge**. At end of bridge go straight ahead with one branch of car-tracks, turning 1st (sharp) left (144.8 m) on 153rd St., along small park; turn next right (144.9 m) into 7th Ave., direct across 125th St. (146.3 m).
- 147.0 2.3 Central Park at 110th St.; enter park, turning immediately right and shortly bear left—sharp right curve (147.3 m).
- 147.6 0.6 Fork immediately after crossing stone bridge; take right past reservoir (on left).
- 148.7 1.1 Fork; keep left on main drive.
- 149.4 0.7 Webster Monument at fork of 3-roads; curve right and right also at small statue in next fork (150.1 m), running out of Central Park at
- 150.0 0.6 **COLUMBUS CIRCLE**, 59th St. & Central Park West.
Empire Hotel, 63rd St. & Broadway, 4 blocks north.
Hotel Woodstock, 43rd St., west of Broadway.
Joscelyn Stable Co.'s Garage, 112-115 W. 52nd St.

For city map, see New York Section, page 58.

For diverging routes, see Index map New York Section, page 56.

For through connections, see Trunk-line Index map, page 1B.

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MICHELIN STOCKISTS

SEE PAGE 10



Route 14—New York City to Poughkeepsie, N. Y.—74.2 m.

Route map, page 95.

Reverse route, No. 53

Main Hudson River route, connecting the principal gateways into New England. In large part macadam, but susceptible of great improvements in many places.

Descriptive Outline—Leaving New York via Broadway and Riversdale Ave., we follow the Hudson practically all the way, though never in full view of it. In only one way can the beauties of this famous river be seen, i. e., by the "Day Line" boat, and the trip from New York to Albany is one that cannot be excelled. Our route crosses Spuyten Duyvil Creek, named from the expression used by A. Van Corlear, when he swore that he would cross "en Spuyt den Duyvil." At **Yonkers** is the old Manor House, now City Hall; and further on at **Dobbs Ferry** we pass a tablet on the right, marking Washington's headquarters in 1871. At this point a left turn will take us to Dobbs Ferry on the River, with fine views. Here is the old Livermore Mansion and the Ardsley Golf Club.

At **Irvington** (20.3 m) is Sunnyside, the home of Washington Irving, covered with ivy from a sprig given him by Walter Scott. Near the station is the huge plant of the Cosmopolitan Magazine. The Paulding Manor and Lynnhurst, the residence of Jay Gould, are near by. Nevis was built by a son of Alexander Hamilton and named after his father's birthplace in West Indies. At **Tarrytown** (23.1 m) is a monument commemorating the capture of Major Andre (1780). Washington Irving was Church Warden at Christ Church, and is buried in the churchyard of the old Dutch Church (1699). This church is in Sleepy Hollow, crossed by the Pocantico Brook, made immortal by Ichabod Crane. Near Tarrytown is Rockwood Hall, estate of William Rockefeller. At **Ossining** is the State Prison, called Sing Sing. **Peekskill** was named from Peek's kill, upon which it is located. At **Garrison** a ferry may be taken for West Point, and at Cold Spring the tourist is offered a choice of two routes, the more picturesque being by the way of **Fishkill Landing**. Here a wire rope RR. ascends South Beacon Hill—view of the Hudson and Catskills.

MILEAGES
Total Intermediate

(For this and other exits, see map of Manhattan, page 58.)

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | COLUMBUS CIRCLE , 59th St. & Central Park West. |
| | | North on Broadway, with trolley. |
| 0.7 | 0.7 | Subway entrance; keep right of monument one block on Amsterdam Ave. |
| 0.8 | 0.8 | Turn left on 73rd St. and next right again on Broadway (closed to northbound vehicles, 72nd to 73rd St.). Follow double trolley across 110th St. (2.7 m) downgrade; where subways emerge. Straight across Manhattan St. (3.5 m); descend grade. |
| 5.5 | 4.7 | Fork; bear left with Broadway, St. Nicholas Ave.; continue straight ahead. Follow trolley under elevated tracks (8.1 m); straight ahead across bridge over Ship Canal (8.3 m). |

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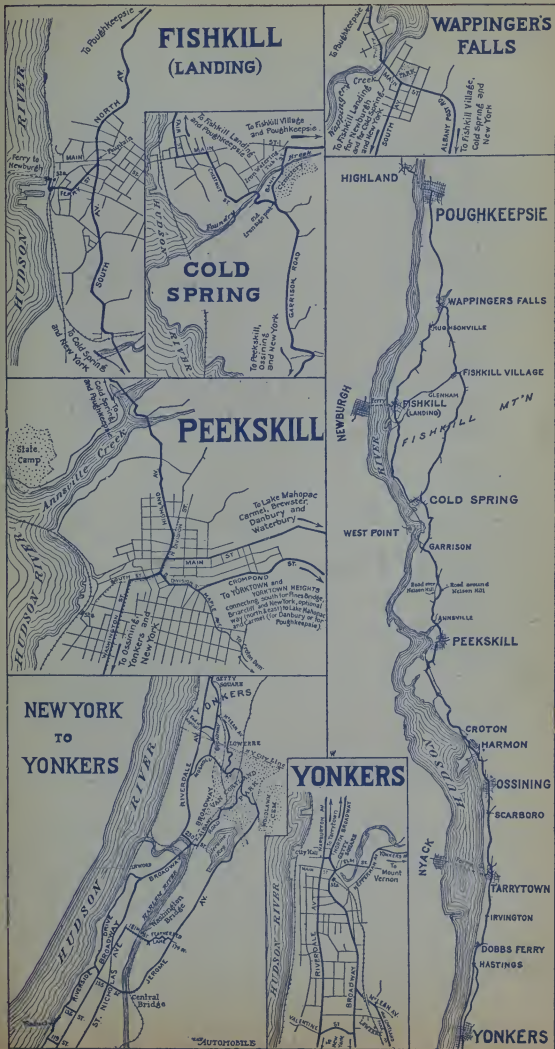
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¶ Our rates are. For small two-passenger runabout and driver, each way, 30c; large runabouts and all cars for more than two passengers with driver, each way, 40c. Extra passengers, besides driver, each way, 7c.

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TARRYTOWN, N. Y.

- 8.6 3.1 230th St.; turn square left just before left curve of elevated into 230th St.
- 8.9 0.3 End of street; turn square right into Riverdale Ave. upgrade on macadam. Straight through Mt. St. Vincent (10.9 m), picking up trolleys (11.3 m).
- 12.8 3.9 **YONKERS**, Main St., Riverdale & Warburton Aves.
Francfort's Hotel and Restaurant, Broadway.
Park Hill Inn, Broadway.
- Yonkers Auto Station**, 71-73 S. Broadway, **Stock Michelin Tires**
Straight ahead across Main St., into Warburton Ave., past Manor Hall and monument (on left—12.9 m).
- 16.9 4.1 Cross viaduct at Hastings on Hudson, and immediately curve left—trolleys go right.
- 18.0 1.1 Fork, tablet on right, marking Washington's headquarters (1781); keep right, shortly descending grade past stone watering trough (18.6 m).
- 18.7 0.7 4-corners, stone church on left; turn left through
- 20.3 1.6 **IRVINGTON**. Straight through on wide macadam.
- 23.1 2.8 **TARRYTOWN**, Main St. & Broadway. Left on Main St. leads to Nyack Ferry. Straight ahead on Broadway.
Koenig Bros. Garage, Broadway.
Far and Near Tea Room, Broadway.
- 23.7 0.6 Brick church in fork; bear left downgrade across stone bridge (24.0 m), then upgrade past Sleepy Hollow cemetery (on right—24.2 m). **Caution** for narrow passageway under stone arch (26.2 m). Straight through 4-corners at Scarboro church (27.3 m), descending easy grade past greenhouse (on left—27.9 m), into
- 29.3 5.6 **OSSINING**, Soldiers' Monument in fork.
Weskora Hotel at monument.
Ossining Garage Co., Croton Ave., **Stock Michelin Tires**. Bear left down bad winding grade across stone bridge.
- 29.8 0.5 Fork; keep left.
- 30.9 1.1 District school on left; turn square left. **Caution** for sharp right curves (31.0 m & 31.1 m). Cross long iron bridge (31.4 m) and short iron bridge (31.6 m), through

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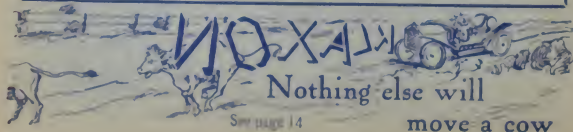
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new village of **Harmon** (32.2 m), curving left (32.4 m) along RR. into

- 33.0 2.1 **CROTON-ON-HUDSON.** Straight through on macadam over RR. bridge (36.3 m), joining trolley (from left) just beyond; brick school (on right—37.3 m).
- 38.1 5.1 4-corners at country store; turn right with trolley under RR. (38.4 m).
- 38.6 0.5 Right-hand road; turn right with trolley.
- 39.0 0.4 End of road; turn left with tracks on Washington St.
- 40.3 1.3 End of street; turn right on South St., curving left (40.4 m) into South Division St.
- 40.6 0.3 **PEEKSKILL**, Main & Division Sts.
Eagle Hotel, 1009 Main St.
Right on Main St., Route 19 to Danbury. Straight ahead on North Division St.
- 40.9 0.3 Fork; bear left into Highland Ave.—sign, “Poughkeepsie.” Descend steep rough grade across iron bridge (41.6 m), curving left immediately beyond. **Caution** for square left turn across next iron bridge (41.9 m). Straight through 4-corners at hamlet of **Annsville** (42.0 m), bearing right up steep grade beyond.
- 43.2 2.3 Fork; keep right on main road.
- 43.4 0.2 Fork; bear right on “new road to Garrison.”
- 44.8 1.4 Fork; bear left upgrade through woods.
- 47.5 2.7 Prominent 4-corners; turn square right—sign, “Cold Spring 5 m.” **For West Point**, see note (a). Avoid branch road (47.9 m), keeping left at fork just beyond stone church (48.1 m). **Caution** for sharp left curve (49.2 m) and sharp right (49.3 m) in front of iron gates. Descend grade—**caution** for horseshoe curve (49.8 m).
- 51.3 3.8 **COLD SPRING**, prominent fork in lower edge of village. Bear right, leaving poles, past cemetery (on right—51.6 m).
For Phyfes Garage and variant to Wappinger’s Falls, see note (b).
- 51.7 0.4 End of road at iron watering trough; turn right.
- 52.2 0.5 Fork; bear left—sign, “Poughkeepsie.”
- 54.8 2.6 3-corners; keep left past frame church (on left).
- 57.2 2.4 Fork just beyond small bridge; curve left across another bridge on stretch of narrow, winding road around Fishkill Mountains—fine views. Cross iron bridge and RR. (dangerous—60.7 m), curving left at blacksmith shop (60.8 m) into

Route 14

New York City Section

- 61.3 4.1 **FISHKILL VILLAGE**, church and cemetery on right; turn square right on Church St.
- 63.8 2.5 Fork; keep left through 4-corners (64.7 m & 65.4 m). Curve left (65.9 m).
- 66.4 2.6 End of road at flagpole and park; turn right into
- 66.6 0.2 **WAPPINGERS FALLS**, end of road just beyond stone bridge; meeting trolley turn right. **Caution** for speed traps, entering Poughkeepsie.
- 68.7 2.1 Fork; keep left with trolley into South Ave. Pass Soldiers' Fountain (on left—73.9 m) through Market St., into
- 74.2 5.5 **POUGHKEEPSIE**, Main & Market Sts., Court House on left. Nelson House, on left.

Morgan House, 2 blocks to right on Main St.

Van's Garage, adjoining Morgan House.

Ryder's Garage, near Nelson House.

For city map and points of interest, see Poughkeepsie Sec., p. 175.

For diverging routes, see Index map, page 173.

For through connections, see Trunk-line Index map, page 1.

Note (a)—For West Point, keep straight ahead at 4-corners (47.5 m), avoiding left-hand road over RR. tracks at grade. Just beyond (48.1 m) turn left over RR. bridge to station and ferry (48.3 m). Frequent service; ferriage, car and driver, 50¢; passengers, 15¢.

Note (b)—Variant, Cold Springs to Wappingers Falls, via River Road. Take left fork with telegraph wires (51.3 m)—leaving route via Fishkill Village to right)—caution for sharp left turn over bridge (51.6 m). At end of road immediately beyond bear left past Phyles Garage, winding to watering trough (52.2 m); here turn 90° left down Main St. to Fair St., Cold Spring Village (52.4 m). Turn 90° right on Fair St. coming along Hudson River—views.

Follow River road to fork (54.3 m), bearing left across RR. (dangerous grade, 54.4 m), and again cross RR. at Storm King station (dangerous grade, 54.5 m). Continue direct, upgrade through glen (55.4 m); at fork (57.5 m), keep left—regarding hotel sign point right.

At next fork (58 m) again keep left, downhill under RR. trestle and over bridges (58.2 m), running under another RR. trestle (58.3 m). At end of road immediately beyond turn left, bearing right in front of grocery store (58.4 m).

Continue to fork by cemeteries (58.6 m); here bear left through irregular 5-corners at iron watering trough in road (58.8 m). Direct—signs "South Ave."—coming to trolleys at Main St. (connection between riverfront—downhill to left—and Fishkill Village—uphill to right), Fishkill Landing (59.7 m), Holland Hotel to right, up Main St.

Connection to Newburgh—Turn square left down Main St., with trolley $\frac{1}{2}$ mile to Hudson River Ferry; in operation all the year, averaging during summer 45 round trips 5 A. M. to midnight, with decreased service other seasons—charge to Newburgh 40¢ to 40¢ car and chauffeur—extra passengers 7¢. Landing on the west side run straight out from ferry, under RR.; take first left 2 blocks, turning right uphill into Broadway. See index map, Newburgh section, Vol. I, for city map diverging routes. For Wappingers Falls and Poughkeepsie, run straight ahead across Main St. trolleys into North Ave., shortly becoming fine State macadam; at fork (63.1 m) bear left, straight ahead to hamlet of Hughsonville (65.9 m). Direct through on main road, bearing left at flagpole and park (67.2 m) into village of Wappingers Falls (67.3 m).

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Route 16—New York City to Newburgh, N. Y.—58.2 m.

Route map, page 102

Reverse route, No. 162

For alternate New York to Hackensack via Weehawken, see separate head at end of this route.

Crossing the Hudson River by the 130th St.-Edgewater Ferry; thence up Fort Lee Hill and through Hackensack, N. J., Suffern and Tuxedo, N. Y. A picturesque run—macadam practically throughout, making—in connection with the Newburgh-Poughkeepsie local route—a New York-Poughkeepsie line via Suffern, Tuxedo and Newburgh.

Of the ferries to the Jersey side of the Hudson River, the W. 130th St.-Edgewater ferry and those of the West Shore RR.—running from the West 42nd St. and Desbrosses St. to Weehawken—are most used on the start to Hackensack, Englewood, Nyack and points above. For connections into this route from the other Hudson River ferries, and from Newark, Elizabeth, Passaic, etc., see special map, "New Jersey Gateways from Manhattan," page 58.

For principal connections to the W. 130th St. ferry, see map, "Main Automobile Routes on Manhattan Island," page 58. From the central hotel and garage district the most satisfactory way is up Broadway to 110th St., turning left on 110th St. to Riverside Drive, and right on the Drive, past Grant's Tomb (on left).

Don't cross viaduct, but bear right—downgrade along embankment, winding left and then right under Riverside Drive viaduct to Manhattan St. Swing diagonally left with car-lines, crossing RR. (4 tracks—grade; flagman and gates) to the ferry; charge 20—30—40c, according to size of car and number of passengers; boats every 20 to 30 minutes.

MILEAGES
Total Intermediate Leaving ferryboat set odometer at "0" for correct readings beyond.)

0.0 0.0 **WEST 130TH ST. FERRY, Edgewater, N. J.**

Turn first right, crossing trolley line in front of ferry-house into the River Road.

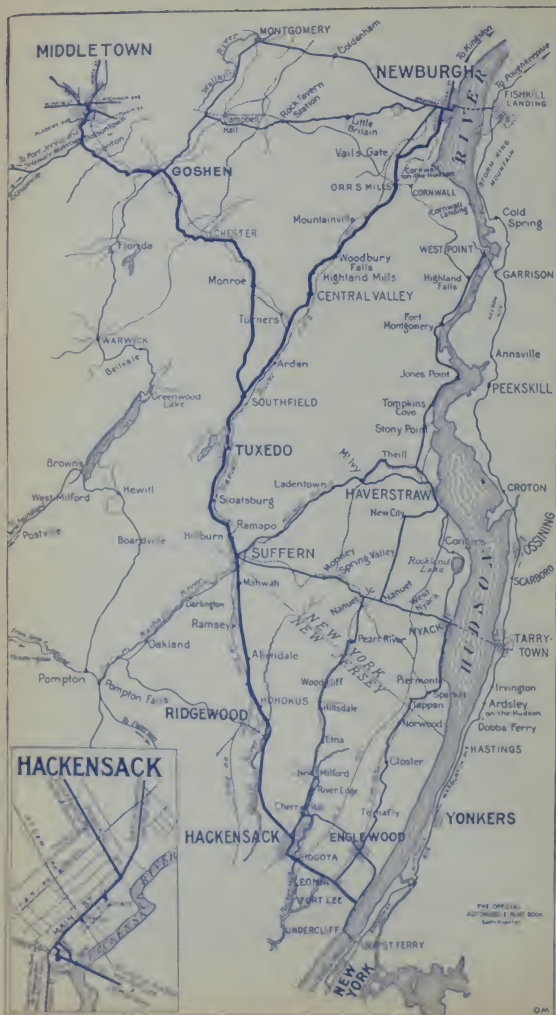
1.8 1.8 Near top of long winding grade, turn left with the most travel—up sharp rise—straight through Ft. Lee village (2.1 m); cross trolleys (2.2 m) and descend long hill (crossed diagonally by car-tracks, 3.2 m). Continue direct over trolleys (3.3 m), Erie RR. at Leonia station (3.7 m), iron bridge (4.0 m), West Shore RR. (caution) at Bogota station (5.7 m) and N. Y. S. & W. RR. (6.0 m). Cross iron bridge (Hackensack River—6.4 m) into Court St., Hackensack, turning first right into Bridge St.

6.6 4.8 End of Bridge St.; turn right on Main St. (brick pavement).

6.8 0.2 **HACKENSACK**; cross Erie RR. tracks at center of city, straight ahead on Main St., ½-mile only.

7.3 0.5 Leave trolley by turning left on Passaic St.—sign, "Paterson," "Ridgewood," "Tuxedo." Cross RR. (7.6 m), and (ignoring the trolley) follow Passaic St. all the way out of town, crossing trolley at Arcola station (10.4 m).

10.9 3.6 Straight ahead (leaving water wheel and Paterson road on the left), through prominent 4-corners (14.2 m—left-hand road leads to Ridgewood).



New York City Section

Route 16

- 15.0 4.1 End of road; turn left, crossing small bridge (15.2 m).
 15.3 0.3 Avoid right-hand road by keeping straight ahead on the Franklin Turnpike, past church and cemetery (on left).
 16.5 1.2 **HOHOKUS**; straight through (route from Newark comes in from the left, across the bridge). Curve right uphill in leaving the town, direct through **Waldwick** (17.6 m) and **Ramsey** (20.8 m).
 23.6 7.1 **MAHWAH**; straight through 4-corners.
 24.6 1.0 Avoid right-hand road (which leads into Suffern).
 25.3 0.7 Cross R.R. at **Suffern station**, curving left just beyond.

New Mountain House.

- 25.8 0.5 Keep to right on main road, curving left (26.1 m)—**dangerous crossing** Erie RR. main-line tracks (26.4 m). Cross iron bridge (Ramapo River—26.6 m), and continue up the valley.
 27.1 1.4 **RAMAPO**; direct through—sharp left curve (27.8 m). Cross single RR. track (28.6 m), and continue along the Erie main line, crossing iron bridge (at hamlet of **Sloatsburg**—29.0 m).
 29.3 2.1 Avoid right-hand road (leading over RR.), by bearing left on the main road—several sharp right and left curves in next few miles.
 31.8 2.5 **TUXEDO. W. M. Weygant, Stock Michelin Tires.**
 Straight through, past Tuxedo station (on right—31.9 m) and entrance to Tuxedo Park (on left—32.0 m)—sharp curves (32.7 m).
 34.7 2.9 Fork; take the lower (right-hand) road along the RR.
 35.7 1.0 **SOUTHFIELD**; pass left-hand road (to Monroe, Chester, Goshen, Middletown, Port Jervis, etc.), keeping straight ahead up the valley—sharp left curve (37.3 m). Pass right-hand road (38.3 m, leading across small bridge to Arden); more sharp curves in next few miles.
 40.5 4.8 Leave the road straight ahead (for Turners and Monroe), by turning square right—large tree with sign-board at the turn—passing under RR. (40.9 m).
 42.2 1.7 Keep left on main road (macadam).
 43.0 0.8 Pass right-hand road (leading into **Central Valley**), straight ahead on main-traveled road.

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- 44.2 1.2 **HIGHLAND MILLS**; straight through.
- 45.8 1.6 **Caution** for sharp curve under RR. at Woodbury Falls station, crossing iron bridge (45.9 m).
- 49.2 3.4 Pass **Mountainville** station, and curve right (49.6 m, away from RR.), passing "Street-Car Colony" (on left—50.3 m).
- 51.5 2.3 Fork; keep to left on the best road (right leads to Cornwall-on-Hudson).
- 51.3 0.3 Cross iron bridge (Moodna Creek); straight ahead through hamlet of **Orr's Mills**; continue under RR. viaduct (52.0 m), passing left-hand road (52.2 m).
- 53.3 1.5 **VAIL'S GATE**; turn square right (hotel on the corner).
- 55.1 1.8 Turn left with the most-traveled road.
- 56.8 1.7 Fork; take the left-hand road, passing cemetery (on left). Continue over stone viaduct (57.0 m), keeping to left at fork of streets just beyond into Mill St., Newburgh.
- 57.7 0.9 Meet trolley; turn right and follow tracks down Broadway.
- 58.2 0.5 **NEWBURGH**, Broadway & Grand St. (Academy of Music on the corner).
The Palatine, Grand & 3rd Sts.
Youngs & Co., Garage, 249 Grand St.

For ferry to Fishkill and east side of Hudson, continue straight ahead on Broadway to Colden St., where turn left to waterfront.

For city map and points of interest, see Newburgh Section, page 331.

For diverging routes, see Index map Newburgh Section, page 329.

For through connections, see Trunk-line Index map, page 1B.

ALTERNATE, NEW YORK TO HACKENSACK VIA WEEHAWKEN FERRY.

Not so much used as the line via Fort Lee, already given, but a fairly good alternate; 20 cents turnpike and bridge tolls this way.

MILEAGES
Total Intermediate (Distance reckoned from Times Sq., the most convenient point of start this way.)

0.0 0.0 **TIMES SQ.**, W. 42nd St., 7th Ave. & Broadway.

Start west on either 42nd St. (direct, car-tracks all way) or 43rd St. (no car tracks but less convenient entrance to ferry), to West Shore RR. ferry (1 m). Charge 13-25c, according to size of car and number of passengers—extra passengers 5c each, fairly good, regular service across the Hudson River to

1.0 1.0 **WEEHAWKEN**, RR. terminal Leaving ferry-house, turn left and immediately right up incline—steep, but fairly smooth; at top turn right across trolley into the Hudson Co. Boulevard. Avoiding all left-hand roads, continue on the Boulevard—numerous sharp curves, some

dangerous at speed—direct along the heights on west side of river to fork (3.9 m).

Keep left on Boulevard, over trolley tracks; caution just beyond (4.2 m) for square right turn with macadam, meeting double-track car-line at 4-corners by amusement resorts (4.4 m). Here leave Boulevard (which shortly turns south), **turning right between hotels** to irregular 5-corners—real estate office directly in front (4.5 m).

Turn left on the Bulls Ferry Road, down short grade and through 4-corners in front of Fairview Cemetery (4.8 m); thence down longer grade, at foot of which (5.4 m), meet trolley. Turn right following car-tracks past toll-gate (5c toll) direct to 4-corners with flagpole near Ridgefield station (6.3 m—immediately after trolleys turn left on private right of way).

Again turn left, over dangerous grade crossing Erie RR. (6.4 m); picking up car-tracks just beyond, follow same across Overpeck Creek (6.9 m), with left turn leaving bridge. Continue over West Shore and N. Y. S. & W. RR. tracks at Little Ferry station (on right—7.8 m), crossing Hackensack River bridge (7.9 m—15c toll).

At fork by brick-yards just beyond, curve right with trolleys; thence direct into Hudson St. or Hoboken Ave. all way to Main St., Hackensack (10.1 m). Bear right on Main St. past small park (on right—10.2 m, where the N. Y.-Fort Lee-Hackensack route joins), straight ahead across trolley and RR. tracks at

10.5 9.5 **HACKENSACK**, Erie station on right.

Coming into Hackensack this way, continuing to Suffern, Tuxedo, Central Valley or Newburgh, set odometer at 6.8 m and see page 101 for running directions to points north.

Route 17—New York-Newark-Newburgh, N. Y.—73.9 m.

Route map, page 102

Reverse route, No. 163

Via Jersey City and across the Turnpike to Newark (Bridge & Broad Sts.), running up North Broad St., Washington Ave. and the River Drive to Passaic. Thence around the eastern edge of Paterson and through Ridge-wood to Hohokus, connecting with Route No. 16 for Suffern, Tuxedo and Newburgh.

Though materially longer than the New York-Newburgh line via Fort Lee, Hackensack and Arcola, this route provides an excellent alternative to No. 16 from New York, and it is especially convenient to tourists starting from Newark, Passaic or some other point below Hohokus. The descriptive text and mileages are from New York as a convenience to the large number using the route as a full alternative to No. 16; if joining at Newark, by setting odometer at 12.2 miles (Broad and Bridge Sts.), accurate readings will be had balance of the way.

MILEAGES
Total Intermediate
0.0 0.0

(New York City map, page 58.)

COLUMBUS CIRCLE, 59th St. & Central Park West.

Run down Broadway to 24th St. (1.8 m); turn right, straight ahead on W. 24th St. to "Entrance for Teams," Penna. RR. ferry (3.0 m). Ferry charge 13-30c, according to size of car and number of passengers; frequent service throughout the day and evening across the Hudson River to

3.0 3.0 **JERSEY CITY, RR. terminal.**

Straight out from ferry on Montgomery St., turning first left (3.2 m) on Hudson St. 1 block, then right (3.3 m) up York St.—asphalt heavily worn by traffic, 1909. Follow single-track trolley to Express Co.'s brick stables on right (3.8 m), where turn right on Henderson St. past front of City Hall (Mercer & Henderson Sts.).

3.9 0.9 **Jersey City.**

Turn left on Mercer St. along north side of City Hall, straight ahead under RRs. and over brick paved viaduct (4.9 m), upgrade on Glenwood Ave. (continuation of Mercer St.). Jog left across trolley line at armory on left (5.3 m) and immediately right, straight ahead to Hudson Co. Boulevard (wide macadam—5.5 m).

Turn right, curving right (5.8 m) and left (6.0 m) with Boulevard over Penna. RR. viaduct; meeting double car-tracks just beyond (6.3 m), turn left with same over very bad stone blocks along RR. embankment. Cross Hackensack River bridge (7.3 m—no toll) into the Newark Turnpike (7.5 m); **caution** for dangerous grade crossing D., L. & W. RR. (8.4 m).

Pass right fork (8.4 m—Belleville Turnpike), direct on fair-to-poor macadam across the "Meadows," running under Penna. Tunnel Connection (9.0 m). Continue through Harrison, under D., L. & W. RR. trestle (11.7 m) and over Passaic River bridge (12.0 m—no toll) into Bridge St.; straight ahead upgrade to end of Bridge St. (at Broad St.).

12.2 8.3 **NEWARK, Broad & Bridge Sts.**

Hotel Navarre, 882 Broad St.

Martin Auto Co., 282 Halsey St.

P. H. Johnston Garage, 9 Hill St.

Turn right up N. Broad St., stone block pavement, under D., L. & W. RR. at Newark station (on left—12.4 m) to fork (12.6 m). Leaving trolleys to left, continue straight ahead on N. Broad St. (asphalt) to end of street at Mt. Pleasant Cemetery (13.4 m); turn left and first right (13.6 m) into Belleville Ave.

At fork farther end of cemetery (13.7 m) bear right with trolleys, then straight ahead with tracks into Washington Ave., which follow under Erie RR. at North Newark station (14.8 m). Continue past Hillside Park (on left—16.5 m); $\frac{1}{2}$ mile beyond (17.0 m) bear right across trolley and RR. to end of Washington Ave. at Kingsland Ave. (18.0 m).

Turn square right on Kingsland Ave. to end of same at the River Drive (18.2 m—Passaic Country Club on corner); here turn square left along the Passaic River—fine views but foul smells—curving across bridge (18.5 m).

New York City Section

Route 18

Just beyond (18.6 m) turn right over RR. tracks (18.7 m), curving left (18.9 m) on main-traveled road, direct under RR. at Passaic Park station (on left—20.6 m). Picking up ear-tracks near bridge (21.1 m), follow them bearing left across Erie RR. tracks (dangerous grade—21.4 m) on Main St.—city map, page 349.

21.7 9.5 **PASSAIC**, Main St., 0.1 mile south of station.

Bear right, again across Erie RR. tracks in front of station (21.8 m) into Lexington Ave.; thence direct to 4-corners on the lower edge of Paterson (24.7 m). Here (unless running into Paterson—for which see local diagram, page 349), leave trolleys to left, turning square right over bridge (24.8 m); at 4-corners just beyond (24.9 m) turn square left, running under RR. (25.0 m).

Continue on the River Road over small bridge (25.2 m), crossing Broadway trolley line (26.0 m—connection between Paterson and Hackensack). Bearing gradually left, skirt the eastern edge of Paterson to 4-corners by ice-houses (27.9 m), taking care not to pass.

Turn square right up main-traveled road, over RR. tracks (29.4 m—grade, no gates) into South Maple Ave., which follow into Ridgewood (31.0 m). Continue through past Golf Club (on right—31.2 m), crossing bridge over Hohokus Creek, turning left immediately beyond at

32.2 10.5 **HOHOKUS**. (Meeting New York-Hackensack-Newburgh route).

By setting odometer at 16.5 m to conform with the mileage of the New York-Hackensack-Suffern-Tuxedo-Newburgh route, complete running directions and accurate mileages will be had to all points beyond Hohokus by Route No. 16.

Route 18—New York to Port Jervis, N. Y.—76.4 m. WITH CONNECTION TO MIDDLETOWN.

Route map, pages 102 and 108

Reverse route, No. 131

Identical with the New York-Newburgh main line through HACKENSACK, Suffern and TUXEDO to Southfield (35.7 m); thence northwest through Monroe, Chester and GOSHEN to the mileage 59.2, where the Middletown route continues nearly straight ahead, and the Port Jervis line turns left to the Delaware River.

This is the most used and quickest New York-Port Jervis route, and carries more travel from the Hudson Valley to the Delaware River than any other line. Roads mostly macadam, over which good time can usually be made, though there are several small towns on the way with strict speed ordinances and occasional autotrips.

MILEAGES
Total Intermediate (Leaving ferry boat set odometer at "0" for correct readings beyond.)

0.0 0.0 **WEST 130TH ST. FERRY**, Edgewater, N. J. This route is identical with the New York-Tuxedo-Newburgh main line (route No. 16), which see for full running directions and odometer mileages, through Hackensack (6.8 m), Suffern (25.3 m) and Tuxedo (31.8 m) to

35.7 35.7 **Southfield** (very small place—look for large rock on left and signpost, "Monroe"). Leave the Central Valley-

St. Elmo HotelOpposite
Erie Depot**Goshen, N. Y.**Steam Heat, Electric Lights, Rooms with Bath
Sunday Dinners a Specialty

Good Garage Attached

Telephone 48-J

F. B. Hock, Mgr.

Newburgh route (straight ahead), by turning left at large rock on very winding but picturesque road.

- 36.4 0.7 **Caution** for sharp right curve at private estate, avoiding two left hand roads (36.6 m) by keeping to right up long gradual grade through woods.



Connection from the New York-Newburgh route, either from Southfield, or from just above Arden to Goshen, Middletown and Port Jervis, N. Y.

- 37.7 1.3 **Sharp** left turn and immediately right, still upgrade on narrow road, beginning descent (39.6 m).
- 42.0 4.3 **MONROE**; cross RR. and continue straight ahead through the town.
- 42.8 0.8 Avoid right-hand road by keeping to left along the RR.
- 44.6 1.8 Turn right (on road which comes up from Oxford Depot), passing right-hand road (45.0 m).
- 46.4 1.8 End of road; turn left over RR. bridge and immediately right, straight ahead across iron bridge (47.2 m).
- 47.3 0.9 Turn left (on road which comes down from Greycourt), downgrade on dirt road (1909).
- 48.1 0.8 Turn right under RR. and immediately left on narrow road, curving right (48.4 m).
- 48.7 0.6 Iron watering trough, lower edge of **CHESTER**; turn left, curving right at 3-corners (49.2 m, where route from Florida comes in from the left).
- 50.9 2.2 Cross bridge over RR. and immediately turn left, thence on winding but direct road, which becomes Church St.,
- 53.0 2.1 **GOSHEN**, park on right, center of town.

St. Elmo Hotel, opposite Erie RR. station.

Bear slightly left (not square left) on W. Main St., crossing RRs. (53.1 m, 53.6 m, 53.9 m & 54.3 m).

New York City Section

Route 18

- 54.8 1.8 Turn right (sign, "Middletown"), keeping left on best road at fork (55.0 m); cross iron bridge (Walkill River—56.8 m) and small bridge in hollow (57.4 m).
- 57.5 2.7 Keep slightly right through 4-corners (Denton), passing left-hand dirt road (57.8 m).

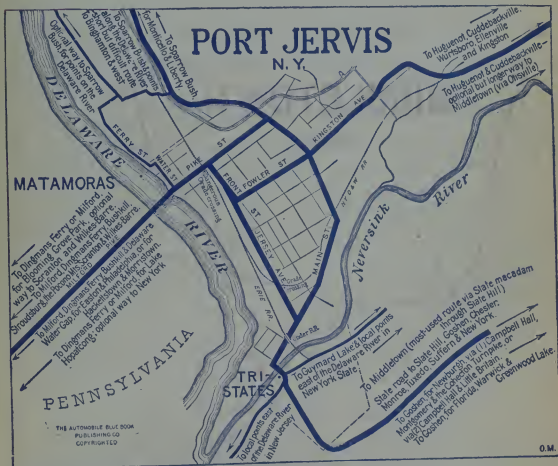
- 59.2 1.7 Dividing point for the Middletown and Port Jervis routes.

(For Middletown see separate head at end of this route.)

For Port Jervis, turn square left, turning right with macadam (60.6 m); descend grade (61.1 m) straight ahead—caution for dangerous R.R. crossing at State Hill station (62.7 m).

[From here to the Delaware River this is a new road, winding up and down numerous grades, with frequent fine views and occasional dangerous curves; the only directions necessary for several miles are to follow the main-traveled macadam, avoiding the many side-roads and dirt forks.]

- 74.9 15.7 End of macadam; turn right, across small iron bridge.



Map showing principal routes into, through and out of Port Jervis, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

HAVOLINE

OIL

FOR AUTOMOBILE LUBRICATION

SEE

➔

BACK COVER



HOTEL BROWN

MIDDLETOWN
N. Y.

A New Modern Hotel, 124 rooms single and en suite. 30 rooms with bath. Running water. Steam heat. Electric light, gas and telephone in every room. Elevator service. Grid room.

European and American Plans

Hotel Brown Garage Attached

- 75.2 0.3 **Tri-States**; straight through small village, crossing iron bridge (Neversink River—75.3 m).
 75.3 0.1 Turn right with the trolley into Main St., Port Jervis, passing under Erie RR. (75.5 m).
 75.6 0.3 **Leave trolley** by turning left (first left after passing under RR) into Jersey Ave., cross RR (75.8 m), straight ahead into Front St.,
 76.4 0.8 **PORT JERVIS**, end of Front St. at Pike St.

Fowler House, Front & Fowler Sts.

Bauer's Inn, opposite Erie RR. station.

P. C. Rutan, 46 Front St., Stock Michelin Tires.

For city map, see page 109.

For diverging routes, see Index map Port Jervis Section, page 303.

For through connections, see Trunk-line Index map, page 1B.



Map of principal routes into, through and out of Middletown, N. Y. corresponding to directions for entering and leaving the city given in the Blue Book routes.

CONNECTION FROM THE MILEAGE 59.2 M ON THE NEW YORK-PORT

JERVIS ROUTE INTO MIDDLETOWN, MAKING A NEW YORK-

MILEAGES
Total Intermediate TUXEDO-MIDDLETOWN ROUTE—61.4 M.

(See map, page 108.)

- 59.2 59.2 Dividing point for the Middletown and Port Jervis routes. pass left-hand road (to Slate Hill and Port Jervis), by keeping nearly straight ahead.
- 59.6 0.4 Fork; keep to right on main road, crossing RR. (60.2 m).
- 60.6 1.0 Bear right into Academy Ave., Middletown.
- 61.2 0.6 Point of 5-roads; turn left into Main St.
- 61.4 0.2 **MIDDLETOWN**, Franklin Sq., center of city.
Hotel Brown, James St.

Route 20—New York to Nyack, N. Y.—25.5 m.

Route map, page 102

Reverse route, No. 21

Crossing the Hudson River by the 130th St.-Edgewater ferry; thence up Fort Lee Hill and along the Palisade Road to ENGLEWOOD, continued to Nyack through Tappan, Sparkill and Piermont.

Aside from its principal use for local trips between New York and Englewood or Nyack, this route has 3 important connections at Nyack; for (1) Tarrytown on the east side of the Hudson River, (2) Suffern on the New York-Hackensack-Tuxedo-Newburgh line and for (3) Haverstraw and points above. These connections are given in the text at Nyack followed by the return directions Nyack to Englewood and New York.

For this exit and its connection throughout city, see map, "Main Automobile Routes on Manhattan Island," page 58.

MILEAGES
Total Intermediate

- 0.0 0.0 (Macadam and fair-to-good dirt road; many forks and turns).
COLUMBUS CIRCLE, 59th St. & Central Park West.

Run up Broadway to 72nd St.; at "Subway" entrance (on left—0.7 m), turn left on W. 72nd St. to Riverside Drive (0.9 m). Turn right up Drive, past Soldiers' & Sailors' Monument (on left—1.8 m), and Grants' Tomb (on left—3.5 m).

Bear right—downgrade—along embankment, winding left and then right under Riverside Drive viaduct (3.9 m) to Manhattan St. Swing diagonally left with car-lines, crossing RR. (4 tracks—grade; flagman and gates) to

- 4.0 4.0 **W. 130th ST. FERRY.** (20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes).
N. J. auto and driver's licenses required; agent in ferry house, Edgewater.

Keep to left out ferry-slip, Edgewater, turning first right across trolley line in front of ferry-house into the River Road (4.1 m), direct 1.7 miles to and up Fort Lee Hill. Pass left fork near top of its long winding grade (5.8 m—connection to Hackensack for Paterson or for Tuxedo and Newburgh), running **straight ahead** on macadam along Palisades, signs "Hudson Terrace." At end of road (8.0 m) turn 90° left on Palisade Ave., descending long, steady grade to intersection of Engle St. (bank on right-hand corner).

*The Official Hotel of the American Motor League
and Automobile Club of America*

BARDIN'S HOTEL

And Restaurant
Burd Street, Nyack

Dinner Parties a Specialty. Open All the Year.
Telephone 104 Nyack.

LIVERY — GARAGE.

George Bardin, Prop.

Rockland County, New York

*Official Hotel of the American Motor League
and Automobile Club of America*

NEW CITY HOTEL

New City, New York

OPPOSITE COURT HOUSE
The County Seat Hotel

Dinner Parties. Open All the Year. Modern Equipment.
Telephone 272 Nyack.

LIVERY — GARAGE.

George Bardin, Prop.

Route 20

Hotel St. George

Nyack on Hudson, N. Y.

FELIX FIEGER, PROPRIETOR



Formerly Millbrook Inn and
Mizzen Top
OPEN ALL THE YEAR
TELEPHONE 104

Twenty-eight miles from New York on the west shore of the Hudson. Nearest ferry point to the New State Boulevard. Route from New York to Tarrytown Ferry (doughnut sail), from Tarrytown directly to Nyack. Reasoning, run on perfect roads through the most picturesque country along the beautiful Hudson to Fort Lee Ferry.

A specialty made of catering to Automobiles. A favorite house for people that appreciate

**FINE CUISINE AND
GOOD CELLAR**

Excellent Service, Private Dining Rooms.

**ROOMS WITH PRIVATE
BATHS.** Pleasant Ladies' Dressing Room, with Telephone

NYACK AUTO GARAGE

SUPPLIES AND REPAIRS

PREST-O-LITE TANKS

TELEPHONE 109 L 86 BURD STREET, NYACK, N. Y.

before coming to RR.; pass right fork (21.7 m), bearing left over RR. again (21.8 m) to Piermont (22.2 m).

Continue direct through on the River Road, ascending grade to red stone wall on right (24.5 m); here unless going to Tarrytown ferry* (for which see note below), turn left into Cornelson St. one block to Broadway (24.6 m). Turn right on Broadway straight ahead to intersection of Main St. center of

25.5 16.0 **NYACK**, Main St. & Broadway

Hotel St. George, Burd St.

Nyack Auto Garage, 86 Burd St.

Bardin's Hotel & Restaurant, Burd St.

*For TARRYTOWN FERRY, run straight ahead along stone wall (24.5 m) into Piermont Ave. to intersection of Burd St. (4 corners between newspaper office and country store), turn right (highway) to ferry (24.4 m).

CONNECTING ROUTE, NYACK TO RUFFEN—12 MILES. Turn left (coming from New York or Englewood) on Main St., direct across RR. at W. Nyack Station on right (24 m) to Summit (4 corners—S m). Cross bridge (5.1 m) and immediately back right at 4 corners through Spring Valley; continue for sharp right curve (0.8 m) to fork (7 m); keep left and again left at fork (7.4 m).

Cross RR. (8.8 m) and bridge over RR. (9 m), running through business center to end of road, RUFFEN, one block below Erie Depot (15 m). Connection if desired, with Route No. 7, making a route from New York to Toledo or Newburgh through Englewood, Nyack, and Paffern.

CONNECTION NYACK TO HAVELSTRAW—11 MILES. Turn left on Main St. (coming from New York or Englewood) to right turn into Highland Ave. (About 2 miles from Nyack look out for steep upward and down hill with sharp turns). Reaching Havelstraw Lake turn right and go around the lake, without branching

New York City Section

Route 21

off; at fork just before reaching ice-houses at Swarthout Lake (ahead), bear left and right, over spur track, crossing W. S. RR. tracks at Congers (sta.).

Keep right (north) at next main road (church on corner) straight ahead along W. S. RR. on right through Long Clove (steep down-grade—dangerous turn under RR. half-way down). Straight ahead at foot of grade to HAVERSTRAW (10 miles from Nyack).

Route 21—Nyack to Englewood and New York—25.5 m.

Route map, page 102

Reverse route, No. 20

MILEAGES
Total Intermediate

(For connections in and out of Nyack from Tarrytown ferry and from principal nearby points see map, page 113.)

0.0 0.0 **NYACK**, Main St. & Broadway.

Start down Broadway, turning left on Corneilson St. (0.9 m) to end of same at Piermont Ave. (1.0 m); turn right, at once descending grade into the River Road. thence direct through Piermont (3.3 m), crossing RR. (3.7 m) to, but not across, Erie RR. tracks (4.6 m).

Turn 90° left, crossing RR. at Sparkill station (on right—4.9 m), direct to end of road at Tappan (6.0 m); again turn left, keeping left also at fork just beyond (6.1 m—right is the Tenaflly road). Take next right (6.2 m), straight ahead through 4-corners (7.9 m) to fork or 3-corners (8.9 m); here turn left across RR. tracks to fork of 3-roads just beyond (9.0 m).

Swing right along RR. to end of road (9.7 m—just east of Closter station); turn left and left again 0.3 m beyond (10.0 m), to next branch road on right. Here (10.1 m), turn right, straight ahead through 4-corners (10.8 m); pass RR. station on right, turning left just beyond (11.1 m) to 4-corners by stone house with hedge (11.6 m).

Turn right (straight ahead goes down to river), through 4-corners (12.4 m)—sharp “S-curves” but direct to cross-roads (13.3 m—near Highwood station). Turn left, with right turn at 4-corners a short distance beyond (13.5 m); thence direct past Englewood Field Club (on left—14.1 m) to Palisade Ave. (bank on left-hand corner)—

16.0 16.0 **ENGLEWOOD, N. J., Varley's Garage**, 80 Palisade Ave.

Turn 90° left on Palisade Ave. 1½ miles (mostly up-grade) turning right (17.5 m) into Hudson Terrace—sign. Keep left on main road at fork (19.5 m), meeting the Ft. Lee-Hackensack Road at end of same, near top of Ft. Lee hill (19.7 m).

Descend long steep grade (good control essential); at fork (19.9 m) keep right close to stone wall (left is dangerous downgrade, easily misjudged at night). Continue along Shore Road (winding grades nearly all way), direct to front of ferry house, Edgewater; cross trolleys, turning immediately sharp left to

21.5 5.5 **EDGEWATER FERRY**. (20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes).

For this entrance and its connections throughout the city see map, “Main Automobile Route on Manhattan Island,” page 58.

Route 23

New York City Section

Straight out from 130th St. ferry across RR. (4 freight tracks—grade), bearing at once diagonally right under Riverside Drive viaduct (21.6 m). Ascend winding grade along embankment; at top of same keep to right of Grant's Tomb (22.0 m), into Riverside Drive.

Continue direct past Soldiers' & Sailors' Monument (on right—23.7 m) to end of Drive (24.6 m), where turn left into W. 72nd St. Straight ahead to subway entrance, 72nd St. & Broadway (24.9 m), turning right down Broadway to

- 25.5 4.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.
New Grand Hotel, Broadway & 32nd St.
Hotel Woodstock, 127 West 43rd St.
Hotel Empire, 3 blocks north of Columbus Circle.
The Marie Antoinette, 67th St. & Broadway.
Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

For city map, see New York City Section, page 58.

For diverging routes, see Index map, New York City Section, page 58.

For through connections, see Trunk-line Index map, page 1B.

Route 23—New York to West Point, N. Y.—55.1 m.

Route map, page 102

Reverse route, No. 24

Crossing the Hudson River by the 130th St.-Edgewater ferry; thence up Fort Lee Hill and along the Palisade Road to ENGLEWOOD, continued through Cherry Hill and Westwood, N. J., to Pearl River, Nanuet Jct., New City and HAVERSTRAW, N. Y., immediately north of which the new State Road along the riverfront begins.

ROAD CONDITIONS—fall 1909: The special interest of this route centers in the unexcelled macadam which the State is building from Haverstraw to West Point along the west side of the Hudson River. When complete this will be the most picturesque trip out of New York—one of the world's scenic drives—and a first-rate example of modern road engineering.

However, the State Macadam ends abruptly (fall 1909) about 6½ miles below West point, becoming a short stretch of very narrow, rough and difficult road—or rock and dirt trail. This is soon over and a fair dirt road extends most of the way to Highland Falls and West Point; but while the State Macadam is being carried northward, it will be difficult to get around the new construction. For this reason the Blue Book deems it unwise to rely upon this as a complete New York-West Point trip for 1910, and advises that it be considered more as a scenic trip to the end of the macadam, and return the same way.

FOR THIS EXIT AND ITS CONNECTIONS THROUGHOUT THE CITY, SEE MAP, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," PAGE 58.

MILEAGES

Total Intermediate (For connections into this route via Hackensack and points below through Hackensack, see map, page 102.)

- 0.0 0.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Run up Broadway to 72nd St.; at "Subway" entrance (on left—0.7 m), turn left on W. 72nd St. to Riverside Drive (0.9 m). Turn right up Drive, past Soldiers' & Sailors' Monument (on left—1.8 m), and Grant's Tomb (on left—3.5 m).

Bear right—downgrade—along embankment, winding left and then right under Riverside Drive viaduct (3.9 m) to Manhattan St. Swing diagonally left with car-lines, crossing RR. (4 tracks—grade; flagman and gates) to

4.0 4.0 **W. 130th ST. FERRY.** 20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes).

New Jersey auto and drivers' licenses required; agent in ferry house, Edgewater.

Keep to left out ferry-slip, Edgewater, turning first right across trolley line in front of ferry-house into the River Road (4.1 m), direct 1.7 miles to and up Fort Lee Hill. Pass left-hand road near top of its long, winding grade (5.8 m—connection to Hackensack for Paterson or for Tuxedo and Newburgh), straight ahead on macadam along Palisades, signs "Hudson Terrace." 2.2 mile beyond (8.0 m), turn 90° left on Palisade Ave., descending long, steady 0.8% grade, crossing Engle St. (bank on right-hand corner).

9.5 5.5 **ENGLEWOOD, N. J.,** Palisade Ave. & Engle St.

Varley's Garage, 80 Palisade Ave.

Continue on Palisade Ave. across trolley line (9.6 m) and Erie RR. (9.7 m) to frame church and flagpole (on left—10 m); here turn 90° right on the Tenaflly Road, passing in front of brick school to the Liberty Road (1st left beyond). Turn 90° left (10.1 m), through 4-corners (Knickerbocker Road—10.3 m) to end of road (11.6 m), turn 90° right on the Teaneck Road and next left (11.7 m) into the New Bridge Road, straight ahead over bad RR. crossing (11.8 m).

Pass road on left (12.3 m), curving left (13 m) through cross-road* (13.2 m*—concrete bridge on left); curve sharp left (13.3 m) and sharp right (13.4 m) over iron bridge (13.5 m) and bad RR. crossing (13.8 m) to next 4-corners (Cherry Hill—13.9 m). Here turn 90° right along the Hackensack River, passing right-hand road leading downhill at River Edge (15.5 m); curve sharp left (16.3 m) through Oradell (16.8 m), keeping right on main road across RR. at Etna station (on left—18.4 m).

*Coming from Weehawken or 130th St. ferry via Bogota, one would run into this route at the 4-corners by the concrete bridge (13.2 m) in this text; a left turn here, with odometer set at 13.2 m, will give complete directions and correct mileages to all points beyond.

Direct across stone bridge (19.2 m) to fork or branch road 0.3 mile beyond (19.5 m); turn left, straight ahead to but not across RR. (19.7 m). Turn right along tracks past Westwood station (on left—19.8 m), direct across



The other
man is glad
to hear it

See page 14

iron bridge (20.4 m); pass Hillside station (on left—20.7 m); and Woodcliff Lake station (on left—22 m), thence alongside the lake to end of road at RR. station, Park Ridge (22.8 m).

Turn 90° right and next left (22.9 m), past Town Hall (on right); continue straight ahead through irregular 4-corners at Montvale station (on left—23.5 m), crossing RR. just beyond (23.6 m) to right-hand road by old stone wall (24.1 m). Here (sign, "Pearl River") turn 90° right, curving sharp left (24.2 m) to 4-corners by large cobblestone house (on left—24.9 m); turn 90° right over RR.—bad grade—at

25.0 15.5 **PEARL RIVER, N. Y.**, station over to right.

Straight through, upgrade to end of road (25.5 m), turning 90° left direct on main road, curving right (27.4 m) across 2 RR. tracks at Nanuet Jet. (27.8 m) to prominent 4-corners at Nanuet (28.2 m). Turn 90° right on macadam over RR. (28.5 m) to fork (28.6 m); here (leaving macadam to right), bear left on dirt road **0.3 mile only** to irregular 4-corners (28.9 m).

Turn left, following telegraph poles on main road over bad RR. crossing (29.4 m), through prominent 4-corners (29.6 m & 30.4 m) into New City (32.2 m), **New City Hotel**. Go through, crossing small iron bridge (32.3 m) direct to right-hand road (33.8 m); turn 90° right across small iron bridge (34.7 m) to end of road at old brick building (35.2 m).

Turn right, with bad left curve (35.6 m), descending 12% grade—**caution for very dangerous grade crossing**, West Shore RR. (36.1 m). At iron watering trough (36.7 m), keep to right across small stone bridge, straight ahead on narrower road, becoming Broadway to center of

37.1 12.1 **HAVERSTRAW**, Broadway at business center.

Straight through, crossing old wood bridge over RR. (37.6 m), keeping right at iron watering trough (37.7 m) over small bridge (37.8 m); cross RR. (37.9 m), bearing left at yellow brick church (38 m), over RR. bridge (38.3 m). At end of road just beyond (38.4 m), turn right past W. Haverstraw station to end of road (38.5 m); turn 90° left **0.3 mile only**, turning right at small store (38.8 m—sign, "Stony Point 2 m")—to fork (39.3 m).

Keep to right on main road, carefully descending 8% grade across iron bridge (40 m), curving sharp left just beyond through 4-corners at top of grade (40.3 m) to fork of 3-corners (40.5 m). Keep left on main road, passing right-hand road (downhill—40.9 m), thence direct through prominent 4-corners at hamlet of Stony Point (41.5 m).

At fork just beyond (41.6 m) bear left upgrade past red Catholic church (on left—41.7 m); keep right with

New York City Section

Route 24

telegraph poles (42 m)—bad waterbars but fine views of the Hudson entering the hamlet of Tompkins Cove (42.4 m). Go through, avoiding left fork (42.6 m), down slight grade, with sharp right and left curves.

Wind right with macadam (43.9 m) along RR. through Jones Point (44.7 m); ascend grade on splendid macadam (45.1 m)—from this point on every turn in the road affords an exquisite view of the Hudson Highlands. **Caution** for very bad left curve (46.4 m), thence along the new grounds of Sing Sing Prison to end of macadam at the Richland Co.-Orange Co. line.

48.6 11.5 **END OF MACADAM**, (fall 1909).

In case the trip is not followed beyond this point and running directions back over the same route are needed, turn around and set odometer at 6.5 miles (the estimated distance from West Point), picking up the running directions given in the following schedule.

The rough, stony dirt road from this point to Highland Falls and West Point may or may not be passable during 1910, depending largely upon the condition of the work. It traverses a picturesque but almost unsettled country through Highland Falls.

From upper end of macadam (48.6 m) follow on poor, rough dirt road to fork (48.7 m); keep to the left, crossing on long span bridge over the gorge at Popolopen Creek (49.3 m). Continue uphill to the fork (49.4 m), taking the rough and stony road to the left. The worst of this is soon over; reaching fork at a white house (49.6 m), keep to the left until reaching the next fork (50 m), turning to left up a sharp hill.

Keep straight ahead at crossroads (50.7 m), reaching Stephens House, Highland Falls (53.3 m). Continue straight through village to south gate of the Military Academy Reservation (53.8 m). Continue north (as per signs), reaching the south side of Parade grounds.

55.1 6.5 **WEST POINT** (distance from end of macadam subject to change by new construction during 1910).

Route 24—West Point to New York—55.1 m.

Route map, page 102

Reverse route, No. 23.

0.0 0.0 **WEST POINT**.

Start down the rough, stony dirt road through Highland Falls to start of the State macadam; this may or may not be passable during 1910, depending largely upon the condition of the work. For correct readings to points below odometer should be set at 6.5 m alongside the small lake approximately 6.5 miles from West Point.

6.5 6.5 **STATE MACADAM**. (This point may, of course, be changed by further progress of the work, but odometer can be adjusted to the readings of this route at any definite landmark).

SECTION INDEX MAPS

FOR LAYING OUT AN
EXTENDED TOUR USE

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

GRAPHIC TRUNK-LINE CHART

Straight ahead along the new grounds of Sing Sing Prison—splendid macadam and fine views, but sharp curves and various grades—curving right at Jones Point station (10.3 m), with sharp left curve (11.2 m) to hamlet of Tompkins Cove (12.7 m). Passing left-hand road (12.8 m—downhill to station), follow good macadam past red brick Catholic church (on right—13.4 m), downgrade through 4-corners at Stony Point (13.6 m).

Continue through 4-corners (14.8 m)—caution for sharp right turn across iron bridge (15.1 m); immediately ascend 8% grade with waterbars to end of road (16.3 m) at small store, turning 90° left to but not across RR. (16.6 m). Turn 90° right past West Haverstraw station, with sharp left turn just beyond (16.7 m) over RR. bridge (16.8 m); thence direct over RR. track (17.2 m), small bridge (17.3 m) and old wood bridge over RR. (17.5 m) into Broadway.

18.0 11.5 **HAVERSTRAW**, Broadway at business center.

Direct through on straight but narrower road across small bridge (18.4 m) to prominent fork (18.8 m); here (leaving the River Road), take right, upgrade—caution for dangerous grade crossing, West Shore RR. (19 m). Immediately ascend 12% grade through “notch” in the hills—bad right curve (19.5 m), thence direct to left-hand road at old brick building (19.9 m); turn 90° left, crossing small iron bridge (20.4 m) to end of road (21.3 m).

Turn 90° left, crossing small iron bridge (22.8 m) through New City (22.9 m)—**New City Hotel**—straight ahead through prominent 4-corners (24.7 m & 25.5 m)—caution for bad RR. crossing (25.7 m) to irregular 4-corners (26.2 m—taking care not to pass). Here (leaving heavy telegraph poles straight ahead), turn right on dirt road, running onto macadam (26.5 m); cross RR. (26.6 m) to prominent 4-corners at Nanuet (26.9 m). Turn left straight ahead across 2 RRs. at Nanuet Jet. (27.3 m), curving left (27.6 m) to right-hand road at fire-ring (29.6 m); turn 90° right downgrade over bad RR. crossing at

30.1 12.1 **PEARL RIVER, N. Y.**, station over to left.

At next 4-corners (30.2 m—large cobblestone house ahead), turn 90° left, curving sharp right (30.9 m) to end of road (31 m); turn left across RR. (31.5 m), bearing slightly right through irregular 4-corners at Montvale station (31.6 m). 0.7 mile beyond (32.3 m—just after passing frame Town Hall on left), turn 90° right and next left at Park Ridge station; thence straight ahead along RR., skirting edge of Woodcliff Lake.

Pass Woodcliff Lake station (on right—33.1 m) and Hillsdale station (on right—34.4 m), crossing iron bridge

(34.7 m); pass Westwood station (on right—35.3 m), turning left just beyond (35.4 m). At end of road (35.6 m) turn right, crossing stone bridge (35.9 m); at fork (36.7 m), keep right over RR. tracks at Etna station, straight ahead through Oradell (38.3 m), passing left-hand road leading downhill at hamlet of River Edge (39.5 m).

Straight ahead to 4-corners at Cherry Hill (41.2 m—taking care not to pass); turn 90° left—sign, “Englewood, Hackensack”—across RR. (bad grade—41.3 m) and iron bridge (41.6 m). Curve sharp left (41.7 m) and sharp right (41.8 m), straight ahead through 4-corners* (41.9 m*—concrete bridge on right); curve right (42.1 m),

*A right turn at this point leads farther down the Hackensack River to Bogota for New York via (1) 130th St. ferry or via (2) Weehawken (42nd St. ferry).

crossing RR. (bad grade—43.3 m) to end of road (43.4 m).

Turn right on the Teaneck Road and next left (43.5 m), straight ahead through 4-corners (Knickerbocker Road—44.8 m) to end of road (45 m). Turn right on the Tenafly Road to foot of same at Palisade Ave. (45.1 m); turn left, crossing RR. (45.4 m), and trolley-line (45.5 m) to

45.6 15.5 **ENGLEWOOD, N. J.**, Palisade Ave. & Engle St.

Varley's Garage, 80 Palisade Ave.

Straight ahead on Palisade Ave. 1½ miles up long, steady 8%-10% grade, turning right (47.1 m) into Hudson Terrace—sign, “130th St. Ferry.” Keep left on main road at fork (49.1 m), meeting the Ft. Lee-Hackensack Road at end of same, near top of Ft. Lee Hill (49.3 m).

Descend long, steep grade (good control essential); at fork (49.5 m) keep right close to stone wall (left is dangerous downgrade, easily misjudged at night). Continue along Shore Road (winding grades nearly all way), direct to front of ferry house, Edgewater; cross trolleys, turning immediately sharp left to

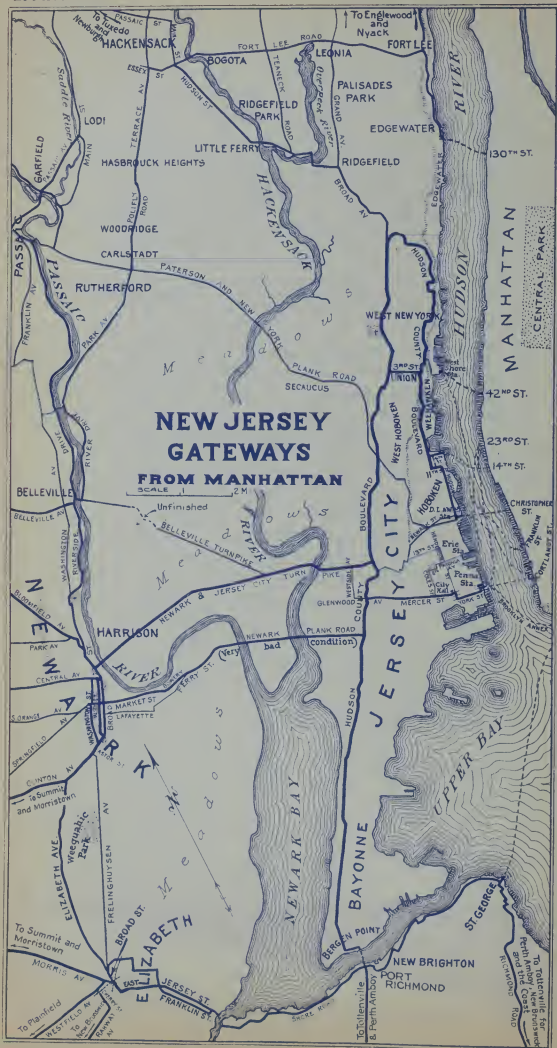
51.0 15.5 **EDGEWATER FERRY.** (20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes).

Straight out from 130th St. ferry across RR. (4 freight tracks—grade), bearing at once diagonally right under Riverside Drive viaduct (51.2 m). Ascend winding grade along embankment; at top of same keep to right of Grant's Tomb (51.6 m), into Riverside Drive.

TRUFFAULT-HARTFORD
SHOCK ABSORBER

Will
enable your guests
to sit easy and enjoy the ride

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.



New York City Section

Route 26

Continue direct past Soldiers' & Sailors' Monument (on right—53.3 m) to end of Drive (54.2 m), where turn left into W. 72nd St. Straight ahead to subway entrance, 72nd St. & Broadway (54.5 m), turning right down Broadway to

55.1 4.1 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Hotel Empire, 3 blocks north of Columbus Circle.

New Grand Hotel, Broadway & 32nd St.

Hotel Woodstock, 127 W. 43rd St.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

For city map, see New York City Section, page 58.

For diverging routes, see Index map, pages 56-57.

For through connections, see Trunk-line Index map, page 1B.

Route 26—New York City to Lake Hopatcong, N. J.— 48.8 m.

Route map, page 125

Reverse route in Vol. 3.

Crossing the Hudson River by the 130th St.-Edgewater ferry; thence up Fort Lee Hill and through HACKENSACK, Rutherford, Belleville, Glen Ridge, MONTCLAIR, Caldwell, Denville, DOVER, Kenil and Mt. Arlington Station. Practically all macadam, with the corresponding return route, Lake Hopatcong to New York.

Runs starting from middle or upper Manhattan may find this way more convenient to Bloomfield, Montclair, Caldwell, Denville, Morristown, Lake Hopatcong, etc., than through Jersey City and over the turnpike to Newark. It leaves Manhattan above the congested week-day traffic of the middle and lower city—an advantage frequently compensating for the 14.1 miles longer distance (as compared with the New York-Morristown line through Newark).

For principal connections to the W. 130th St. ferry, see map, "MAIN AUTO-MOBILE ROUTES ON MANHATTAN ISLAND," page 58. From the central hotel and garage district the most satisfactory way is up Broadway to 110th St., turning left on 110th St. to Riverside Drive, and right on the Drive, past Grant's Tomb (on left).

Don't cross viaduct, but bear right—downgrade along embankment, winding left and then right under Riverside Drive viaduct to Manhattan St. Swing diagonally left with car-lines, crossing RR. (4 tracks—grade; flagman and gates) to the ferry; charge 20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes.

MILEAGES
Total Intermediate (Leaving ferryboat set odometer at "0" for correct readings beyond.)

0.0 0.0 **WEST 130th ST. FERRY**, Edgewater, N. J.

Turn first right, crossing trolley-line in front of ferry-house into the River Road.

1.8 1.8 Near top of long winding grade, turn left with the most travel—up sharp rise—straight through Ft. Lee village (2.1 m); cross trolleys (2.2 m) and descend long hill (crossed diagonally by car track, 3.2 m). Continue direct

HOMO

Gasoline Motor Efficiency Co.
JERSEY CITY, N. J.

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WRITE FOR LITERATURE

Lake Hopatcong, N. J. New Breslin Hotel

Largest and Best Hotel on Lake. Accommodation for 400 Guests.

New Casino, Grill Rooms and New Concrete Garage.

Special Attention Given Automobileists.

A la Carte at the Grille.

Telephone, No. 1 Mount Arlington.

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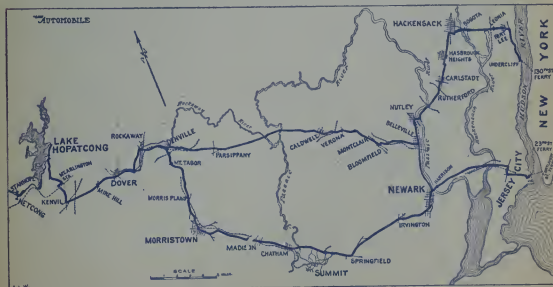
over trolleys (3.3 m), Erie RR. at Leonia station (3.7 m), iron bridge (4.0 m), West Shore RR. (caution) at Bogota station (5.7 m) and N. Y., S. & W. RR. (6.0 m). Cross iron bridge (Hackensack River—6.4 m) into Court St., keeping straight ahead between Court House (on left) and small park and monument (on right) to end of Court St.

- 6.6 4.8 **HACKENSACK** ($\frac{1}{3}$ -mile south of business center). Turn left on Main St. and next right into Essex St., crossing Erie RR. (Hackensack station on left—7.0 m).
- 7.1 0.5 Turn left on Terrace Ave., straight ahead on main-traveled road through Hasbrouck Heights—caution for sharp left curve (9.3 m) and immediately sharp right. Pick up trolleys (from right—10.7 m), taking care not to cross Paterson Ave. (11.2 m).
- 11.2 4.1 Turn right on Paterson Ave., turning next left into Park Ave. (11.3 m), straight ahead across Erie RR. at Rutherford station (11.7 m), bearing immediately left into
- 11.8 0.6 **RUTHERFORD**, business center.
- Follow trolleys past large brick school (on right) to forks of 6-roads (12.9 m—frame church on right); continue straight through on Park Ave., leaving car-tracks to left, running under D., L. & W. RR. (13.2 m) into the River Road (13.6 m).
- 14.0 2.2 Turn right across long iron bridge (Passaic River) into Avondale Ave.
- 14.5 0.5 Turn left with the most travel into Washington Ave., cross RR. (14.6 m) and pick up trolley, which follow to (but not across) John St.
- 16.3 1.8 **BELLEVILLE** (1st National Bank on farther left-hand corner); turn right—upgrade on macadam, same thoro-fare shortly becoming Belleville Ave., Bloomfield.
- 17.4 1.1 Fork; take left-hand road, winding but direct across bridge over Morris Canal and Erie RR. (18.6 m). Cross Broad St. (trolley—18.8 m), following Belleville Ave. to end of same at Glen Ridge Ave.
- 19.4 2.0 Turn right on Glen Ridge Ave., bearing slightly right at end of same (20.3 m) into Bloomfield Ave.,
- 20.8 1.4 **MONTCLAIR**, Bloomfield Ave., business center.
- Montclair Garage & Machine Co.**, 654 Bloomfield Ave. Continue straight through with the trolley.
- 21.3 0.5 Fork (for **The Montclair**, take the right-hand road, upgrade to the hotel); for **Denville**, **Morristown** and points beyond, take the left-hand road, following the trolley.

New York City Section

Route 26

- 22.5 1.2 **Verona**; straight through small village, following trolleys past Caldwell station (on left—23.8 m).
- 24.2 1.7 **CALDWELL**; straight through center of village.
- 24.3 0.1 Fork (left leads into hotel grounds); take right-hand road with the trolley, leaving tracks (to right—24.4 m).
- 25.1 0.8 3-corners; bear left with the most travel. Cross iron bridge (Passaic River—26.7 m), and old wood bridge (27.1 m); ascend grade (27.8 m), straight ahead across 2 iron bridges (Rockaway River—28.2 m).
- 32.1 7.0 **Parsippany**; direct through 4-corners (country store on left), winding upgrade (33.4 m)—caution for dangerous grade crossing (33.8 m) at **Fox Hills station**.
- 35.6 3.5 End of road, **DENVILLE**.
Route to Morris Plains and Morristown turns sharp left at Den-ville.
Turn right; pass right-hand road (35.7 m) and imme- diately beyond pick up trolley.
- 36.8 1.2 Leave trolley by turning left across bridge over RR. and immediately right, straight ahead across RR. at Rock- away station (37.2 m).
- 37.9 0.6 **ROCKAWAY**; straight through, crossing RR. (37.6 m) and bridge over the Rockaway River. Immediately bear left with the main road, crossing bridge over Morris Canal (38.3 m).
- 39.1 1.7 (**Caution**); cross bridge over canal and immediately turn square right, same thorofare becoming E. Blackwell St., which follow across bridge over Rockaway River (40.0 m) into
- 40.6 1.5 **DOVER**, Blackwell & Sussex Sts., business center.
Allgrunn's Garage, 112 E. Blackwell St.
Straight through on E. Blackwell St., crossing bridge over RR. (40.9 m), and following trolley on unmistakable



Map of the most-used New York-Lake Hopatcong routes, including the connections to and from Morristown. (The more direct route between Morristown and Lake Hopatcong via Mt. Freedom is now advlsd.)

For connecting routes from Lake Hopatcong and the return route to Dover, Montclair and New York, see Volume 3.

Route 27

New York City Section

- road through the very small village of **Mine Hill** (42.8 m).
 Cross D., L. & W. RR. at **Kenvil station** (44.1 m), keeping
 straight ahead when trolleys leave (to left—44.4 m).
- 44.6 4.0 Cross C. RR. of N. J. at **Kenvil** and immediately beyond
 cross bridge over Morris Canal.
- 44.7 0.1 Leaving the Delaware River through line, turn right—
 sign, "Lake Hopatecong"—passing good right-hand road
 (45.0 m), running under RR. (45.9 m).
- 46.0 1.3 Turn right and next left at **Mt. Arlington station**, follow-
 ing macadam through woods.
- 46.5 0.5 Fork; keep to right on the best road, winding upgrade;
 direct to
- 48.8 2.3 **LAKE HOPATCONG** (Mt. Arlington).

The Breslin (stone gates on left just beyond Mt. Arlington village).

Route 27—New York to Greenwood Lake, N. Y.—48.3 m.

Route map, page 129

Via 130th St.—Edgewater Ferry, Hackensack and Paterson to Pompton, N. J., dividing there for two routes: (1) via Midvale and Wanaque River (48.3) miles or (2) via Newfoundland (53.7 miles). With extension route Greenwood Lake to Warwick and Newburgh, N. Y.—an additional 38 miles.

Of the ferries to the Jersey side of the Hudson River, the W. 130th St.—Edge-
 water ferry and those of the West Shore RR.—running from West 42nd St. and
 Desbrosses St. to Weehawken—are most used on the start to Hackensack, Pater-
 son, Englewood, Nyack and points above. For connections into this route from
 the other Hudson River ferries, and from Newark, Elizabeth, Passaic, etc., see
 special map, "New Jersey Gateways from Manhattan," page 122.

For this exit and its connection throughout the city, see map, "Main Automo-
 bile Routes on Manhattan Island," page 58.

MILEAGES (For connections into this route from Newark see map, page 129.)
 Total Intermediate

0.0 0.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Run up Broadway to 72nd St.; at "Subway" entrance
 (on left—0.7 m), turn left on W. 72nd St. to Riverside
 Drive (0.9 m). Turn right up Drive, past Soldiers' &
 Sailors' Monument (on left—1.8 m), and Grant's Tomb
 (on left—3.5 m).

Bear right—downgrade—along embankment, winding
 left and then right under Riverside Drive viaduct (3.9 m)
 to Manhattan St. Swing diagonally left with car-lines,
 crossing RR. (4 tracks—grade; flagman and gates) to

4.0 4.0 **W. 130th ST. FERRY**. (20-30-40c, according to size of
 car and number of passengers; boats every 20 to 30
 minutes).

Keep to left out ferry-slip, Edgewater, turning first
 right across trolley line in front of ferry-house into the
 River Road (4.1 m), direct 1.7 miles to and up Fort Lee
 Hill. At fork near top of its long winding grade (5.8 m
 —Palisades-Englewood-Nyack line continues straight
 ahead), turn left up sharp rise into Fort Lee village
 (6.0 m).

Straight ahead over double trolleys (6.2 m), carefully descending long hill (crossed diagonally by single car-line—7.1 m); thence direct over double trolley (7.3 m) and Erie RR. tracks at Leonia station (on right—7.7 m). Continue across iron bridge (8.0 m), over West Shore RR. at Bogota station (on left—9.7 m), and N. Y. S. & W. (Erie) RR. at Bogota station (on right—9.9 m).

Curve right across iron bridge (Hackensack River—10.3 m), same thoroughfare becoming Court St., Hackensack; at monument bear right and immediately left along park to end of same at Main St. (10.5 m). Turn right on brick pavement, straight ahead across trolley and RR. tracks at Erie station on right.

10.8 6.8 **HACKENSACK.**

From RR. station, Hackensack (irrespective of which route has been used from New York) continue direct on Main St. past library with clock in tower, and Hackensack Club grounds on right (11.1 m). At Passaic St. (11.3 m)—sign, "Paterson, Ridgewood, Tuxedo"—turn left, crossing RR. (11.6 m); thence straight ahead (ignoring course of car-tracks), over trolley at Arcola station (14.3 m) to

14.8 4.0 **ARCOLA**, water wheel on river bank.

Turn left past old wheel on right, crossing bridge over Saddle River; bear right immediately beyond but keep left on main-traveled road at next fork (15.1 m). Cross trolley (15.9 m), running under RR. (16.1 m), past Paterson Country Club (on left—16.9 m); immediately curve right over Passaic River bridge (17.0 m) into Broadway, Paterson, crossing N. Y., S. & W. RR. tracks (18.3 m) and Erie RR. tracks (18.9 m) to Main St.

19.2 4.4 **PATERSON**, forks of 5-roads, business center.

Colt Restaurant, Colt Bldg., opposite City Hall.

Rambler Automobile Co., Church & Market Sts.

Turn diagonally right across Passaic River bridge, keeping left with trolleys at 1st fork beyond (19.4 m) into Hamburg St.—stone block pavement. Where car-tracks turn left (19.7 m), run straight ahead across small bridge (20.0 m) to fork of 5-roads (20.4 m), curving right at this point on main-traveled macadam.

Ascend winding grade (fine view of Paterson and surrounding towns looking back); at fork (21.4 m), bear right through stone cut, running straight ahead through 4-corners (21.8 m—roadhouse on right). Thence direct on fine wide macadam to and up Packanack Mt. (fine surface and easy grades).

Descend the "mountain" on same good roads, passing right fork (25.6 m); also pass macadam road on right (27.2 m—leading to Pompton Lake basin), crossing iron

Route 27

New York City Section

bridge at village of Pompton just beyond (27.3 m), Straight ahead (avoiding right-hand road—27.8 m) to irregular 4-corners with fire ring in fork (28.0 m); here turn square left over bridge (28.1 m) to (taking care not to pass) church on corner just beyond, junction of

28.2 9.0 PEQUANNOCK & WANAQUE VALLEY ROADS.

This is the dividing point between the two routes to Greenwood Lake, given under separate headings herewith.

1. TO GREENWOOD LAKE VIA PEQUANNOCK VALLEY AND NEW- FOUNDLAND—25.5 M.

MILEAGES
Total Intermediate (Distances carried forward on basis of 28.2 miles from New York via Paterson.)

28.2 28.2 JUNCTION OF PEQUANNOCK & WANAQUE VALLEY ROADS.

Turn square right at church on corner, crossing Erie RR. track (28.6 m); a short distance above (28.9 m) pass road on right leading to Pompton Lake station, running over RR. track again (31.2 m). Bear right across bridge (31.3 m), straight ahead through Wanaque (31.4 m) and Midvale (32.1 m), again over RR. (33.3 m) to fork (34.1 m).

Take left to next fork (35.8 m), where again take left over RR. track at Boardville; thence on main-traveled road across bridge (38.7 m), past right fork (39.1 m), running under RR. at Hewitt's (39.4 m). Keep right on main road at fork (41.0 m), passing branch road on left (41.6 m—connection from Newfoundland by other route); thence direct to Brown's on the lower end of Greenwood Lake (42.1 m).

Curve left to 4-corners (42.3 m); here turn right, starting on the road along west shore of lake. Thence direct but very narrow and rough through woods; avoid all left forks from lake road, gradually bearing right, then straight ahead to village stores.

48.3 20.1 GREENWOOD LAKE.

2. TO GREENWOOD LAKE VIA WANAQUE VALLEY—20.1 M.

MILEAGES
Total Intermediate (Distances carried forward on basis of 28.2 miles from New York via Paterson.)

28.2 28.2 JUNCTION OF PEQUANNOCK & WANAQUE VALLEY ROADS.

Run straight ahead in front of church (where the Wanaque Valley route turns right), crossing iron bridge (Pompton River—28.4 m) and RR. (28.5 m); again cross RR. (bad grade—29.3 m), shortly taking right fork over bridge (29.8 m). Thence on main-traveled road along the Pequannock River, passing right fork (30.2 m) into village of Bloomingdale; at fork leaving town (30.5 m) keep right, bearing left on macadam (30.9 m) through small hamlet (31.2 m).

THE EMPIRE TOURS

(See next two pages)

Arranged for those desiring the most natural routes over the best roads and through the beautiful scenic sections of

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NEW YORK PENNSYLVANIA AND NEW JERSEY

Visiting Delaware Water Gap, Pocono Mountains, Catskill Mountains, Berkshire Hills, Adirondack Mountains, Thousand Islands, Lake Champlain, Lake Erie, Lake Ontario, Inland Lakes of Central New York and Niagara Falls. The tours pass through the Valleys of the Hudson, Mohawk, Delaware and Genesee Rivers, in fact, they cover nearly every desirable resort adjacent to this territory without sacrificing good roads at any point.

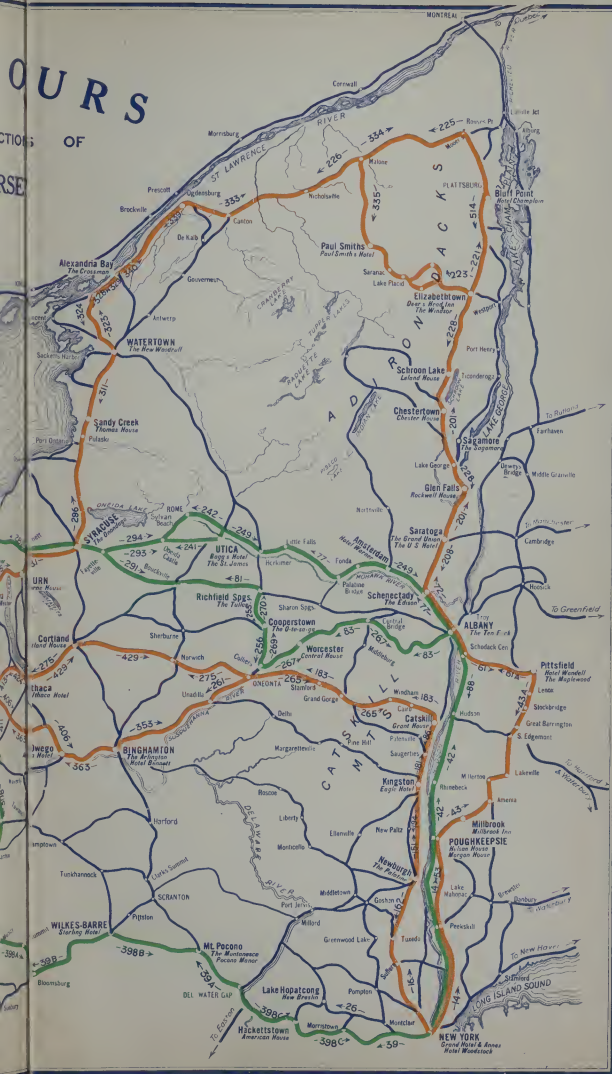
In a territory so rich in points of interest, excellent hotel accommodations figure largely at noon and night stops to make either tour enjoyable.

For such hotel accommodations see third page following.

PENNSYLVANIA



CTIONS; OF
RSE



Hotels Located on the Empire Tours

GREEN TOUR

Amsterdam, N. Y. Hotel Warner
 Batavia, N. Y. . . . The Richmond
 Buffalo, N. Y. . . . The Iroquois
 Buffalo, N. Y. . . . Hotel Statler
 Buffalo, N. Y. . . . The Touraine
 Canandaigua, N. Y. Flannigan's
 Restaurant
 Cooperstown, N. Y. The O-te-saga
 Elmira, N. Y. . . . Hotel Rathbun
 Greenhurst on Greenhurst on
 Lake Chautauqua Lake Chautauqua
 Hacktstown, N. J. American House
 Lake Hopatcong,
 N. J. New Breslin
 Mt. Pocono, N. Y. The Montanesea
 Mt. Pocono, N. Y. Pocono Manor
 Newark, N. Y. . . . The Gardenier
 New York City,
 N. Y. The New Grand
 and Annex
 New York City,
 N. Y. Hotel Woodstock
 Niagara Falls,
 N. Y. International
 Hotel
 Poughkeepsie,
 N. Y. Morgan House
 Poughkeepsie,
 N. Y. Nelson House
 Richfield Springs,
 N. Y. The Tuller
 Rochester, N. Y. . . Hotel Rochester
 Rochester, N. Y. . . Seneca Hotel
 Schenectady, N. Y. The Edison
 Syracuse, N. Y. . . The Onondaga
 Utica, N. Y. Baggs Hotel
 Utica, N. Y. St. James
 Watkins, N. Y. . . . The Glen Springs
 Wilkes-Barre, Pa. The Sterling
 Worcester, N. Y. . . Central House

RED TOUR

Albany, N. Y. . . . The Ten Eyck
 Alexandria Bay,
 N. Y. The Crossman
 Auburn, N. Y. . . . Osborne House
 Binghamton, N. Y. Arlington Hotel
 Binghamton, N. Y. Hotel Bennett
 Bluff Point, N. Y. Hotel Champlain
 Canandaigua, N. Y. Flannigan's
 Restaurant
 Catskill, N. Y. . . . Grant House
 Cheertown, N. Y. . . Chester House
 Cortland, N. Y. . . Cortland House
 Dansville, N. Y. . . Jackson
 Sanitarium
 Elizabethtown,
 N. Y. Deershead Inn
 Elizabethtown,
 N. Y. The Windsor
 Geneseo, N. Y. . . The Big Tree Inn
 Geneva, N. Y. . . . Hotel Nester
 Glens Falls, N. Y. Rockwell House
 Ithaca, N. Y. . . . Ithaca Hotel
 Kingston, N. Y. . . Eagle Hotel
 Millbrook, N. Y. . . Millbrook Inn
 Newburgh, N. Y. . The Palatine
 New York City, The New Grand
 and Annex
 New York City, Hotel Woodstock
 Owego, N. Y. Ahwaga Hotel
 Paul Smith's,
 N. Y. Paul Smith's
 Hotel
 Pittsfield, Mass. . . Hotel Wendell
 Pittsfield, Mass. . . The Maplewood
 Poughkeepsie,
 N. Y. Morgan House
 Poughkeepsie,
 N. Y. Nelson House
 Rochester, N. Y. . . Hotel Rochester
 Rochester, N. Y. . . Seneca Hotel
 Sagamore, N. Y. . . The Sagamore
 Sandy Creek, N. Y. Thomas House
 Saratoga Springs,
 N. Y. The Grand Union
 Saratoga Springs,
 N. Y. United States
 Hotel
 Schenectady, N. Y. The Edison
 Schroon Lake,
 N. Y. Leland House
 Syracuse, N. Y. . . The Onondaga
 Watertown, N. Y. . The New Wood-
 ruff
 Watkins, N. Y. . . . The Glen Springs

New York City Section

Route 27

Cross iron bridge (31.7 m), RR. track (32.2 m), another bridge (32.5 m), and RR. again (32.6 m); **caution** for bad right curve along river bank (32.7 m), with other sharp curves beyond. Thence direct on main-traveled river road past stone gatehouse (on left—35.0 m), running under RR. (36.1 m), with bad right curve (36.2 m); cross RR. track (36.7 m), following excellent macadam into village of

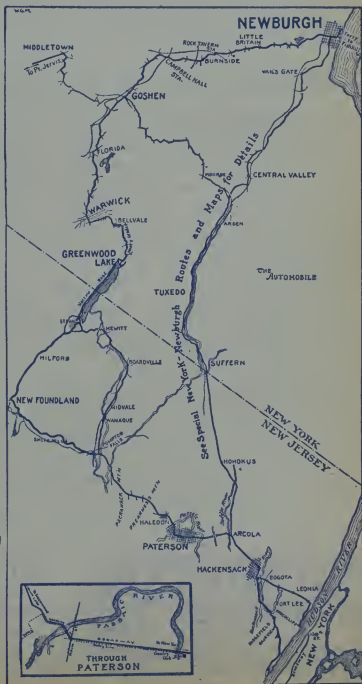
38.0 9.8 NEWFOUNDLAND. (The turning point for this route to Greenwood Lake).

Turn right upgrade, direct on main road—sharp left curve (43.2 m)—keeping right at fork (45.0 m) into hamlet of W. Milford (45.3 m). Avoid left-hand road at this point, but take left at fork 0.7 mile beyond (46.0 m), curving sharp left over small bridge (46.2 m)—caution for abrupt end of road (47.0 m).

NOTE ON MAPS

The larger one of the two maps on this page shows principally the two main-traveled routes between New York and Paterson and Greenwood Lake (via either Newfoundland or via the Wanaque Valley), with the extension route from Greenwood Lake to Warwick and Newburgh, N. Y. The smaller one illustrates the two most-used connections into the New York-Paterson-Greenwood Lake main line from Newark and points below.

Large-scale map of the New York-Hackensack-Suffern-Tuxedo-Newburgh route on page 102.



RED SWAN INN

WARWICK, N. Y.

Elegant accommodations for
Auto parties. Excellent **Golf**
Course. Fine Steel Garage.Table unexcelled. Rooms en suite, with or without bath. Rates, \$3.00 per day
and up. Write for route card and booklet. Open June 25th to September 26th

Turn left—now on the route already given up the Wanaque Valley—direct to Brown's on the lower end of Greenwood Lake (47.5 m). Curve left to 4-corners (47.7 m); here turn right, starting on the road along west shore of lake. Thence direct but very narrow and rough through woods; avoid all left forks from lake road, gradually bearing right, then straight ahead to village stores.

53.7 15.7 **GREENWOOD LAKE.****Route 28—Greenwood Lake to Newburgh, N. Y.—38.0 m.**

Route map, page 129

Reverse route, No. 160

Making a New York-Wanaque Valley-Greenwood Lake-Newburgh route of 86.3 miles; or a New York-Newfoundland-Greenwood Lake-Newburgh route of 91.7 miles.

MILEAGES
Total Intermediate (Steep grades to Warwick; sharp curves frequent Warwick to Newburgh.)

0.0 0.0 **GREENWOOD LAKE**, village stores.

Turn square left (going through from points below without stop), or run straight ahead (from either of the hotels), through cross-roads (0.4 m); at next corner (0.8 m) turn left, sign "Warwick, 6 miles." Shortly ascend very steep, narrow, winding grades (fine view of the lake and surroundings, looking back—1.7 m); hilly and rough through hamlet of Bellvale (3.5 m).

0.4 mile beyond (3.9 m) turn left, keeping left also at fork (5.8 m) through 4-corners (6.1 m) to end of road in front of Red Swan Inn (6.5 m). Turn right direct across RR. (depot on right—6.9 m), bearing right through the village of

7.0 7.0 **WARWICK**, Red Swan Inn.

Straight ahead, through town, passing to left of fountain in fork (7.2 m); at next fork (8.7 m), keep right on main-traveled road. Sharp right and left curves but direct into village of Florida (12.6 m); go through, but at cross-roads just beyond (12.9 m) turn right—away from RR.

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

SEE
BACK COVER



H. R. Tel. 76 The Best Place to Stop Over Night Colonial Tel. 26

NEWBURGH AUTO SHOP**YOUNGS & CO., Inc., Props.**LOZIER, WINTON, HAYNES, BUICK. STORAGE, RENTING and SUPPLIES.
REPAIRING A SPECIALTY. OPEN DAY AND NIGHT ALL THE YEAR.**249 GRAND STREET, : : NEWBURGH, N. Y.**

At "T" in road (13.1 m). turn left, bearing left also on main road at fork (14.1 m), direct past pond on left (16.0 m). Thence straight ahead across Erie RR. (18.1 m), running through Greenwich St. to Main St. (at miniature "Flatiron Bldg.").

18.2 11.2 GOSHEN.

St. Elmo Hotel, opposite Erie RR. station.

Bear right on Main St., past park (on right); cross Erie RR. (19.5 m), curving left (20.5 m) to **but not across RR.** (22.9 m).

22.9 4.7 Turn right, along RR. (on left).

23.7 0.8 Cross RR. at **Campbell Hall station** (on left) and bridge (24.1 m).

24.1 0.4 Avoid right-hand road immediately beyond the bridge by bearing slightly left on main road, crossing Lehigh & Hudson RR. (26.1 m).

26.6 2.5 Go through small village (**Burnside**); cross small bridge and follow the main road.

27.8 1.2 Turn left across bridge over RR. near Rock Tavern station, and immediately right.

31.3 3.5 **Little Britain**; direct through small village on the main-traveled road, through prominent 4-corners (32.5 m).

33.3 2.0 Avoid left-hand road by keeping slightly to right on main road.

34.3 1.0 Fork; take the left-hand road, passing reservoir (on left —35.0 m).

36.4 2.1 (**Take care not to pass**); leave road straight ahead by turning left on "Haines Cross Road."

36.5 0.1 Meeting trolley, turn right on Broadway, following tracks all way to center of

38.0 1.5 **NEWBURGH, Broadway & Grand St.**

The Palatine, Grand & 3rd Sts.

Youngs & Co., Garage, 249 Grand St.

For ferry to Fishkill and east side of Hudson, continue straight ahead on Broadway to Colden St., where turn left to water-front.

For city map, see Newburgh Section, page 331.

For diverging routes, see Index map, Newburgh Section, page 329.

For through connections, see Trunk-line Index map, page 1B.

CONNECTIONS FROM THIS ROUTE TO NEWBURGH VIA MONTGOMERY.

Tourists desiring to run into Newburgh via Montgomery and the Cohocton Turnpike, see map, page 329. This runs out of Goshen exactly the same way as the line already given, but instead of turning right at mileage (22.9), it crosses the RR. at that point, straight into Montgomery. Turning right at Montgomery, the Cohocton Turnpike is followed direct through Coldenham, entering Newburgh by Broadway, the same as the route already given.

Route 29—New York (Jersey City)—Newark—New Brunswick—33.5 m.

Route map, pages 56-57

Reverse route, in Vol. 3

Main route from the Jersey City terminal of the Pennsylvania RR., over the Newark Turnpike through NEWARK, ELIZABETH, Rahway and Metuchen, connecting at New Brunswick with New Jersey mainland routes (vol. 3), and for the Jersey North Coast resorts, Lakewood, etc. Mostly poor, heavily-traveled road to Newark (all macadam beyond); numerous cities and towns with strict speed ordinances.

For connection from 42d St. ferry and Weehawken into this route (at Hudson Co. Boulevard and Newark Turnpike), see Note ("A") at end of this route, page 135. For complete alternate, New York to Newark via 130th St. ferry, Hackensack and Rutherford, see page 29A.

This is the shortest and usually the quickest of the several ways between New York and Newark and points beyond through Newark; though far from a good road across the "Meadows," the less distance over the Turnpike, as compared with the other routes, sends a great deal of travel directly across. Again the ferry service between New York and Jersey City is much better than between any other points on the Hudson River—a frequently important item in planning quick trips.

For principal connections to the W. 23rd St. ferry, see map, "Main Automobile Routes on Manhattan Island," page 58. From the cen-

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VOLUME NO. 2.

New England, covering New Hampshire, Vermont, Maine, Massachusetts, Rhode Island and Connecticut, with extensions into the Canadian provinces. The Red Book Automobile Guide has been consolidated with this volume and the purchaser of this section has all the information heretofore contained in two books. This volume covers a most beautiful touring section of the country, including the White Mountains, the Maine Woods and the popular routes of the Eastern Coast.

This section will contain over 900 pages, many additional city and route maps and directions for 35,000 miles of road.

VOLUME NO. 3.

New Jersey, Pennsylvania and South, including Maryland, with the extension routes into the Virginias, Carolinas, Georgia and Florida. This section takes the tourist to all the popular seaside and mountain resorts, and the historic battlefields of the South, districts replete with touring interest.

VOLUME NO. 4.

The Middle West, with through lines to Omaha and Kansas City, covering the states of Ohio, Indiana, Illinois, Michigan, Minnesota, Kentucky and Missouri. Three hundred and fifty routes with a total of 33,000 miles.

New York City Section

Route 29

tral hotel and garage district, the most satisfactory way is down Broadway, 7th Ave. or 8th Ave. to 24th St., turning right on W. 24th St. to "Entrance for Teams," Penna. RR. ferry (exactly 3 miles from Columbus Circle via Broadway and W. 24th St.). Ferry charge 13—30c, according to size of car and number of passengers; frequent service throughout the day and evening across the Hudson River.

MILEAGES
Total Intermediate (Leaving ferryboat set odometer at "0" for correct readings beyond.)

0.0 0.0 **JERSEY CITY**, RR. terminal.

From ferry-house run out Montgomery St.—stone block pavement; where trolleys divide (0.4 m), keep straight ahead on Montgomery St., past **Moran's Garage** (on left—147 Montgomery St.), and past City Hall (on right—0.5 m).

0.6 0.6 At farther end of City Hall, leave trolleys by turning right on Grove St. and next left (0.7 m) into Mercer St. Continue on Mercer St. under RRs. and over brick-paved viaduct (1.6 m).

2.0 1.4 End of Mercer St. (Armory on left); jog left across Bergen Ave., and immediately right into Glenwood Ave.

2.2 0.2 Turn right—Automobile Club signs—on Hudson Co. boulevard (wide macadam), curving right with same (2.6 m) and left (2.7 m) over Penna. RR. viaduct.

3.0 0.8 Turn left—Automobile Club sign—on Newark Ave. (double trolley tracks); continue on stone block pavement along RR. embankment, crossing iron bridge over Hackensack River (4.0 m). Cross D. L. & W. RR. (danger—5.0 m), straight ahead with trolleys under Penna. RR. Tunnel connection (5.7 m), and on fair-to-poor road across the "Meadows" into Harrison. Pass under RR. (8.4 m) and cross iron bridge (Passaic River—8.6 m) into Bridge St., Newark, keeping straight ahead across Broad St. (double trolleys—8.9 m).

8.9 5.9 In front of Newark Public Library, turn left on Washington St. along Washington (small) Park, on left. Follow Washington St. (8-10 mile stone pavement, but wide), across Central Ave. (9.0 m) to a break in the direct line at Market St. (near business center).

9.5 0.6 **NEWARK**, Washington St. at Market St.

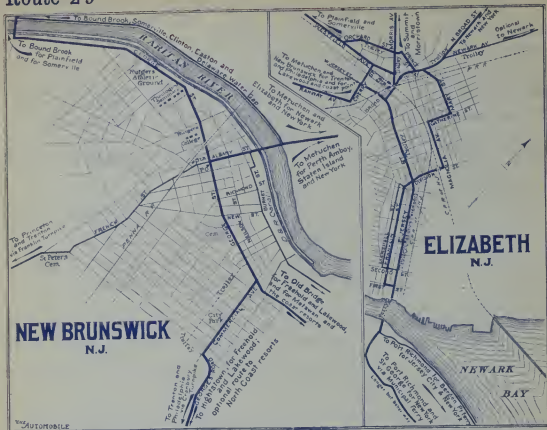
Hotel Navarre, 882 Broad St.

Martin Auto Co., 282 Halsey St.

P. H. Johnston Garage, 9 Hill St.

Turn right on Market St., and immediately left, striking asphalt (9.7 m—1909); where trolleys turn right (10.0 m), continue straight ahead to end of Washington St. at Clinton Ave.

10.3 0.8 Turn right on Clinton Ave. (car-tracks), taking care to follow Clinton Ave. 4-10 mile only.



This route goes through Elizabeth via North Broad St., Westfield Ave. and Cherry St. to Rahway Ave., entering New Brunswick over the Raritan River into Albany St. to George St. at the business center.

- 10.7 0.4 Fork of streets and trolleys (concrete church in the angle), turn diagonally left on Elizabeth Ave., following car-tracks. Cross RR. (11.4 m), keeping straight ahead when trolleys turn left (12.9 m).
- 13.1 2.4 Turn left with the most travel, crossing RR. at W. Elizabeth station (13.2 m); picking up trolleys (from left—13.3 m), follow them into N. Broad St., Elizabeth. Pass Soldiers' Monument (on right—15.0 m), taking care not to run past Westfield Ave. (**just before RR. viaduct and business center**, Automobile Club sign on corner).
- 15.1 2.0 **ELIZABETH**, N. Broad St. & Westfield Ave.
Elizabeth Auto Co., 14 Westfield Ave.
 Turn right on Westfield Ave., crossing Morris Ave. trolley line (15.2 m).
- 15.5 0.4 Turn left on Cherry St. (Automobile Club sign at the turn), crossing bridge over RR.
- 15.7 0.2 Jog right on W. Jersey St. and immediately left (still Cherry St.).
- 15.9 0.2 End of Cherry St. at Penna. RR.; turn right on Rahway



See page 14

- Ave., crossing RR. (18.0 m) into St. Georges Ave., Rahway.
- 20.7 4.8 **RAHWAY**; cross trolley and continue straight through on St. Georges Ave.
- 22.2 1.5 (**Don't cross Penna. RR. tracks**); turn right with the most travel, curving left (22.4 m), past Colonia Clubhouse (on left—22.8 m).
- 23.4 1.2 End of road; turn right, curving left (23.8 m), past right-hand road.
- 24.8 1.4 End of road; turn left—**caution** for dangerous crossing. Penna. RR. main line at **Iselin station** (25.0 m).
- 25.0 0.2 Immediately after crossing RR., turn right with the most travel, passing **Menlo Park station** (on right).
- 26.4 1.4 (**Caution**) end of road; turn right.
- 26.5 0.1 Pass under RR., and at end of road immediately beyond turn left, crossing bridge over RR. (27.2 m) into
- 28.1 1.6 **METUCHEN**, Middlesex Ave.
Hillside Inn, Main St.
Almond Auto Co., Garage, Middlesex Ave.
- Straight through on main-traveled road, passing under RR. (28.4 m)—grade crossing immediately beyond.
- 28.8 0.7 Turn left over RR. bridge and immediately right; picking up car-tracks (from left—32.4 m), follow same across bridge over the Raritan River (33.2 m)—**Raritan House Restaurant**, on left at end of bridge. Continue along Albany St. (**Mansion House** on right—33.4 m).
- 33.5 4.7 **NEW BRUNSWICK**, Albany & George Sts., business center.

New Brunswick Garage, 146 Church St.

For city map, see opposite page.

For diverging routes, see Index map New Brunswick Section. Vol. 3.

For through connections, see Trunk-line Index map, Vol. 3.

NOTE (A)—CONNECTION FROM W. 42ND ST. FERRY VIA WEEHAWKEN, into the preceding route at Hudson Co. Boulevard and Newark Turnpike, outer Jersey City (a frequently useful exit from Middle and Upper Manhattan). See map, "**MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND**," page 58; usually the best way is along Broadway, 7th or 8th Ave. to Times Square, then west on 42nd St. to the ferry. Charges 13-40c, according to size of car and number of passengers—extra passengers 5c each; fairly good, regular service across the Hudson river to the RR. **TERMINAL AT WEEHAWKEN**, where odometer should be set back to "0" for correct readings beyond.

Leaving ferry-house, turn left and immediately right up incline—steep, but fairly smooth; at top (0.6 m) turn **VERY SHARP LEFT AND NEXT RIGHT** on 3rd St. to break in same at Bergenline Ave. (1.1 m). Jog left on Bergenline Ave. and next right—still 3rd St.—to its end at the Hudson Co. Boulevard (1.3 m). Turn left on the Boulevard, following wide but winding macadam across the Hackensack Turnpike (1.9 m) and the Paterson Plank Road (3.2 m) to intersection of Newark Ave. (where double trolleys are met at right angles). Turn right (5.2 m—Automobile Club sign at the turn)—now on the route already given from Jersey City; set odometer at 3.0 m, and see page 133 for directions and mileages beyond.

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Route 29A

New York City Section

Route 29A—New York to Newark, N. J.—19.3 m.

Route map, page 56

Reverse route, in Vol. 3

Crossing the Hudson River by the West 130th St. ferry; thence up Fort Lee Hill and through HACKENSACK, Rutherford and Belleville, entering Newark by N. Broad St.—11 miles farther than by 23rd St. Ferry and Jersey City. For New York to Hackensack via Weehawken see note ("A") opposite page.

This way to Newark is recommended in case an extra run of 11 miles is preferred to crossing at 23rd, Desbrosses or Cortland St. to Jersey City and over the Turnpike (including the stone block pavement east of the Hackensack River bridge). It may be taken with advantage if one has plenty of time, especially if starting from the upper city; but at least an additional half hour should be allowed—a margin likely to be increased or decreased by the connection made with the less frequent service at the 130th St. Edgewater ferry.

For principal connections to the W. 130th St. ferry, see map, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," page 58. From the central hotel and garage district the most satisfactory way is up Broadway to 110th St., turning left on 110th St. to Riverside Drive, and right on the Drive, past Grant's Tomb (on left).

Don't cross viaduct, but bear right—downgrade along embankment, winding left and then right under Riverside Drive viaduct to Manhattan St. Swing diagonally left with car-lines, crossing RR. (4 tracks—grade; flagman and gates) to the ferry; charge 20—30—40c, according to size of car and number of passengers; boats every 20 to 30 minutes.

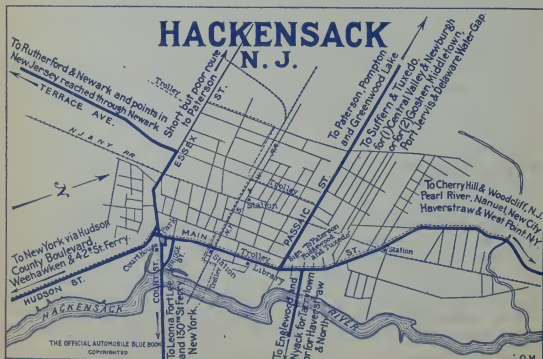
MILEAGES

Total Intermediate (Leaving ferryboat set odometer at "0" for correct readings beyond.)

0.0 0.0 **WEST 130TH ST. FERRY, Edgewater, N. J.**

Turn first right, crossing trolley line in front of ferry-house into the River Road.

1.8 1.8 Near top of long winding grade, turn left with the most travel—up sharp rise—straight through Ft. Lee village (2.1 m); cross trolleys (2.2 m) and descend long hill (crossed diagonally by car-track, 3.2 m). Continue direct over trolleys (3.3 m), Erie RR. at Leonia station (3.7 m),



This map shows at a glance how Essex St. and Terrace Ave. are reached, whether Hackensack is entered from New York via Court St. (from 130th St.—Fort Lee), or via Hudson St. (from 42nd St.—Weehawken). Note direction of meridian point; for correct geographical relation to the surrounding district see map page 56.

New York City Section

Route 29 A

iron bridge (4.0 m), West Shore RR. (caution) at Bogota station (5.7 m) and N. Y. S. & W. RR. (6.0 m). Cross iron bridge (Hackensack River—6.4 m) into Court St., keeping straight ahead between Court House (on left) and small park and monument (on right) to end of Court St.,

- 6.6 4.8 **HACKENSACK** (1-3 mile south of business center). Turn left on Main St. and next right into Essex St., crossing Erie RR. (Hackensack station on left—7.0 m).
- 7.1 0.5 Turn left on Terrace Ave., straight ahead on main-traveled road through Hasbrouck Heights—caution for sharp left curve (9.3 m) and immediately sharp right. Pick up trolleys (from right—10.7 m), taking care not to cross Paterson Ave. (11.2 m).
- 11.2 4.1 Turn right on Paterson Ave., turning next left into Park Ave. (11.3 m), straight ahead across Erie RR. at Rutherford station (11.7 m), bearing immediately left into
- 11.8 0.6 **RUTHERFORD**, business center. Follow trolleys past large brick school (on right) to forks of 6-roads (12.9 m—frame church on right); continue straight through on Park Ave., leaving car-tracks to left, running under D. L. & W. RR. (13.2 m) into the River Road (13.6 m).
- 14.0 2.2 Turn right across long iron bridge (Passaic River) into Avondale Ave.
- 14.5 0.5 Turn left with the most travel into Washington Ave.; cross RR. (14.6 m) and pick up trolley; which follow through Belleville (16.3 m). Continue under Erie RR. at N. Newark station (16.7 m) to and along Mt. Pleasant Cemetery (on left—17.9 m).
- 18.0 3.5 At end of cemetery leave trolleys by turning left and next right into N. Broad St., direct on asphalt to end of same (18.9 m). Immediately pick up and follow trolleys—stone block pavement—under D. L. & W. RR. at Newark station (on right—19.1 m).
- 19.3 1.3 **NEWARK**, Broad & Bridge Sts.
Hotel Navarre, 882 Broad St.
P. H. Johnston Garage, 9 Hill St.
Martin Auto Co., 282 Halsey St.

This now meets the short route from New York and Jersey City via the Turnpike; by bearing right in front of the Public Library and setting odometer at 8.9 miles to conform with that route, full running directions and odometer mileages will be had all the way to New Brunswick.

Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart

Route 31

New York City Section

Route 31—New York (Jersey City), Newark-Somerville,
N. J.—38.7 m.

Route map, page 56

Reverse route, in Vol. 3

Main route from the Jersey City terminal of the Pennsylvania RR., over the Newark Turnpike through NEWARK, ELIZABETH, Westfield and PLAINFIELD.

For principal connections to the W. 23rd St. ferry, see map, "MAIN AUTO-MOBILE ROUTES ON MANHATTAN ISLAND," page 58. From the central hotel and garage district, the most satisfactory way is down Broadway, 7th Ave. or 8th Ave. to 24th St., turning right on W. 24th St. to "Entrance for Teams," Penna. RR. ferry (exactly 3 miles from Columbus Circle via Broadway and W. 24th St.). Ferry charge 13-30c, according to size of car and number of passengers; frequent service throughout the day and evening across the Hudson River.

MILEAGES
Total Intermediate

0.0 0.0 **JERSEY CITY**, RR. terminal.

From ferry-house run out Montgomery St.—stone block pavement; where trolleys divide (0.4 m), keep straight ahead on Montgomery St., past **Moran's Garage** (on left—147 Montgomery St.), and past City Hall (on right—0.5 m).

0.6 0.6 At farther end of City Hall, leave trolleys by turning right on Grove St. and next left (0.7 m) into Mercer St. Continue on Mercer St. under RRs. and over brick-paved viaduct (1.6 m).

2.0 1.4 End of Mercer St. (Armory on left); jog left across Bergen Ave., and immediately right into Glenwood Ave.

2.2 0.2 Turn right—Automobile Club signs—on Hudson Co. boulevard (wide macadam), curving right with same (2.6 m) and left (2.7 m) over Penna. RR. viaduct.

3.0 0.8 Turn left—Automobile Club sign—on Newark Ave. (double trolley tracks); continue on stone block pavement along RR. embankment, crossing iron bridge over Hackensack River (4.0 m). Cross D., L. & W. RR. (**danger**—5.0 m), straight ahead with trolleys under Penna. RR. tunnel connection (5.7 m), and on fair-to-poor road across the "Meadows" into **Harrison**. Pass under RR. (8.4 m) and cross iron bridge (Passaic River—8.6 m) into Bridge St., Newark, keeping straight ahead across Broad St. (double trolleys—8.9 m).

8.9 5.9 In front of **Newark Public Library**, turn left on Washington St. along Washington (small) Park, on left. Follow Washington St. (0.8 mile stone pavement, but wide), across Central Ave. (9.0 m) to a break in the direct line at Market St. (near business center).

9.5 0.6 **NEWARK**, Washington St. at Market St.

Hotel Navarre, 882 Broad St.

Martin Auto Co., 282 Halsey St.

P. H. Johnston Garage, 9 Hill St.

Turn right on Market St., and immediately left, striking

New York City Section

Route 31

asphalt (9.7 m—1909); where trolleys turn right (10.0 m), continue straight ahead to end of Washington St. at Clinton Ave.

- 10.3 0.8 Turn right on Clinton Ave. (car-tracks), taking care to follow Clinton Ave. 0.4 mile only.



Diagram of Westfield, N. J., showing the RR. crossing, often confusing to locally unacquainted tourists.

- 10.7 0.4 Fork of streets and trolleys (concrete church in the angle), turn diagonally left on Elizabeth Ave., following car-tracks. Cross RR. (11.4 m), keeping straight ahead when trolleys turn left (12.9 m).
- 13.1 2.4 Turn left with the most travel, crossing RR. at W. Elizabeth station (13.2 m); picking up trolleys (from left—(13.3 m), follow them into N. Broad St., Elizabeth. Pass Soldiers' Monument (on right—15.0 m), taking care not to turn past Westfield Ave. (just before RR. viaduct and business center, Automobile Club sign on corner).
- 15.1 2.0 **ELIZABETH**, N. Broad St. & Westfield Ave.
Elizabeth Auto Co., 14 Westfield Ave.
 Turn right on Westfield Ave., crossing Morris Ave. trolley line (15.2 m).
- 15.5 0.4 (At this mileage route to Rahway and New Brunswick turn left on Cherry St.); **for Westfield and Somerville, continue straight ahead.** Pass under RR. (18.5 m), crossing RR. (18.7 m) and iron bridge (19.7 m) into North Ave.
- 20.0 4.5 End of road immediately after passing **Cranford station** (on left); turn right and next left, straight ahead along C. R. R. of N. J. to the edge of Westfield, curving right (22.0 m) into Elmer St.
- 22.3 2.3 **WESTFIELD**, end of Elmer St.; turn left on Broad St., crossing RR. at **Westfield station**.
- 22.6 0.3 Turn right just beyond the RR. into South Ave., straight ahead past **Fanwood station** (on right—24.4 m) into South Ave., Plainfield. Same thoroughfare becomes 5th St., which follow, keeping straight ahead when trolley turns right (26.9 m).
- 27.0 4.4 **5th St. & Park Ave.**
For Truell Inn, turn left on Park Ave. to 8th St.
Truell Hall, Netherwood Heights.
- 27.0 0.0 **For center of Plainfield, Somerville and points west**, turn right on Park Ave.

Route 33

New York City Section

- 27.1 0.1 **F. L. C. Martin Automobile Co.**, on left. Continue straight ahead under RR. at **Plainfield station** to end of Park Ave. at Front St.
- 27.2 0.1 Turn left on W. Front St., following trolleys through **Dunellen**.
- 30.7 3.5 Fork; keep to left with the car-line, running straight ahead when tracks leave to left (31.6 m).
- 32.5 1.8 End of road; turn square left, crossing trolley (33.5 m & 34.0 m).
- 34.2 1.7 [At this mileage the town of **Bound Brook** is passed a short distance over to the left]. Continue straight ahead through diagonal cross-road (34.9 m) and over RR. track (35.9 m)—now on Union Ave., **Somerville**.
- 38.0 3.8 End of road; turn left on N. Gaston Ave.
- 38.4 0.4 Meeting trolley, turn right on Main St.
- 38.6 0.2 **Somerset Hotel**, on right near Court House.
- 38.7 0.1 **SOMERVILLE**, Main St., center of city.
Garretson Automobile Co., Main St.

For connecting routes from Somerville and the return route to Elizabeth, Newark and New York, see Volume 3.

Route 33—New York-Montclair-Morristown, N. J.—42.7 m.

Route map, opposite

Reverse route, in Vol 3

Crossing the Hudson River by the 130th St.-Edgewater ferry; thence up Fort Lee Hill and through HACKENSACK, Rutherford, Belleville, Glen Ridge, Montclair, Caldwell, Denville and Morris Plains, making a New York-Morristown route not through Newark. Practically all macadam.

Runs starting from middle or upper Manhattan may find this way more convenient to Bloomfield, Montclair, Caldwell, Denville, Morristown, etc., than through Jersey City and over the turnpike to Newark. It leaves Manhattan above the congested week-day traffic of the middle and lower city—an advantage frequently compensating for the 14.1 miles longer distance (as compared with the New York-Morristown line through Newark).

For principal connections to the W. 130th St. ferry, see map "MAIN AUTO-MOBILE ROUTES ON MANHATTAN ISLAND," page 63. From the central hotel and garage district the most satisfactory way is up Broadway to 110th St., turning left on 110th St. to Riverside Drive, and right on the Drive, past Grant's Tomb (on left).

Don't cross viaduct, but bear right—downgrade along embankment, winding left and then right under Riverside Drive viaduct to Manhattan St. Swing diagonally left with car-lines, crossing RR. (4 tracks—grade; flagman and gates) to the ferry; charge 20—30—40c, according to size of car and number of passengers; boats every 20 to 30 minutes.

MILEAGES

Total Intermediate (Leaving ferry boat set odometer at "0" for correct readings beyond.)

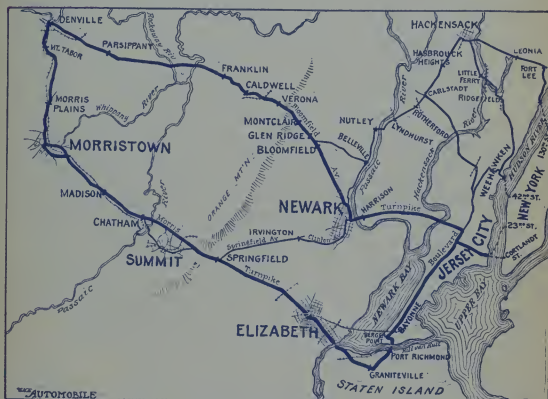
- 0.0 0.0 **WEST 130th ST. FERRY, Edgewater, N. J.**

Turn first right, crossing trolley line in front of ferry-house into the River Road.

- 1.8 1.8 Near top of long, winding grade, turn left with the most travel—up sharp rise—straight through Ft. Lee village (2.1 m); cross trolleys (2.2 m) and descend long hill (crossed diagonally by car-track, 3.2 m). Continue direct

over trolleys (3.3 m), Erie RR. at Leonia station (3.7 m), iron bridge (4.0 m), West Shore RR. (caution) at Bogota station (5.7 m) and N. Y., S. & W. RR. (6.0 m). Cross iron bridge (Hackensack River—6.4 m) into Court St., keeping straight ahead between Court House (on left) and small park and monument (on right) to end of Court St.,

- 6.6 4.8 **HACKENSACK** (1-3-mile south of business center). Turn left on Main St. and next right into Essex St., crossing Erie RR. (Hackensack station on left—7.0 m).
- 7.1 0.5 Turn left on Terrace Ave., straight ahead on main-traveled road through Hashrouck Heights—caution for sharp left curve (9.3 m) and immediately sharp right. Pick up trolleys (from right—10.7 m), taking care not to cross Paterson Ave. (11.2 m).



Map of the principal routes between New York and Morristown, either via Newark, or via Montclair and Denville.

- 11.2 4.1 Turn right on Paterson Ave., turning next left into Park Ave. (11.3 m), straight ahead across Erie RR. at Rutherford station (11.7 m), bearing immediately left into
- 11.8 0.6 **RUTHERFORD**, business center.

Follow trolleys past large brick school (on right) to forks of 6-roads (12.9 m—frame church on right); continue straight through on Park Ave., leaving car-tracks to left, running under D. L. & W. RR. (13.2 m) into the River Road (13.6 m).

- 14.0 2.2 Turn right across long iron bridge (Passaic River) into Avondale Ave.
- 14.5 0.5 Turn left with the most travel into Washington Ave.; cross RR. (14.6 m) and pick up trolley, which follow to (but not across) John St.

Route 33

New York City Section

- 16.3 1.8 **BELLEVILLE** (1st National Bank on farther left-hand corner); turn right—upgrade on macadam, same thoro-fare shortly becoming Belleville Ave., Bloomfield.
- 17.4 1.1 Fork; take the left-hand road, winding but direct across bridge over Morris Canal and Erie RR. (18.6 m). Cross Broad St. (trolley—18.8 m), following Belleville Ave. to end of same at Glen Ridge Ave.
- 19.4 2.0 Turn right on Glen Ridge Ave., bearing slightly right at end of same (20.3 m) into Bloomfield Ave.
- 20.8 1.4 **MONTCLAIR**, Bloomfield Ave., business center.
Montclair Garage & Machine Co., 654 Bloomfield Ave.
 Continue straight through with the trolley.
- 21.3 0.5 Fork (for **The Montclair**, take the right-hand road, upgrade to the hotel); for **Denville, Morristown and points beyond**, take the left-hand road, following the trolley.
- 22.5 1.2 **Verona**; straight through small village, following trolleys past Caldwell station (on left—23.8 m).
- 24.2 1.7 **CALDWELL**; straight through center of village.
- 24.3 0.1 Fork (left leads into hotel grounds); take right-hand road with the trolley, leaving tracks (to right—24.4 m).
- 25.1 0.8 3-corners; bear left with the most travel. Cross iron bridge (Passaic River—26.7 m), and old wood bridge (27.1 m); ascend grade (27.8 m), straight ahead across 2 iron bridges (Rockaway River—28.2 m).
- 32.1 7.0 **Parsippany**; direct through 4-corners (country store on left), winding upgrade (33.4 m)—**caution** for dangerous grade crossing (33.8 m) at **Fox Hills station**.
- 35.6 3.5 End of road, **DENVILLE**.
 Route to Dover, Lake Hopateong and Northwest Jersey turns right at this point.
 Turn sharp left, straight ahead under RRs. (36.0 m & 36.1 m); ascend grade (36.9 m) past Mt. Tabor (on left) direct* but winding road through woods.
- 40.3 4.7 End of road; turn right across D. L. & W. RR. at **Morris Plains station** and immediately left, picking up trolley.

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The publishers of this volume realize that due to the fast changing road conditions route directions must necessarily need corrections each year. Although this company keeps four cars on the road for over six months of the year it is easier to make the needed changes and additions if we receive the co-operation of those interested in seeing that these improvements are made.

Things will come up on the road which might be forgotten if no memorandum is kept, therefore we ask all users of this volume to note corrections and send same to us at the first opportunity. Blank pages for memoranda in back of book.

Continue straight ahead into Speedwell Ave., bearing right at edge of park (42.5 m) to

42.7 2.4 **MORRISTOWN**, South St. at the park.

Morristown Inn, South & Pine Sts.

Wiss Bros. Garage, Pine St., near Morristown Inn.

For city map, see Morristown Section, Vol. 3.

For diverging routes see Index map, Morristown Section, Vol. 3.

For through connections, see Trunk-line Index map, Vol. 3.

Route 35—New York-Statens Island-Jersey North Coast.

Route map, page 144

Reverse route, in Vol. 3

Leaving Manhattan by the Municipal Ferry to St. George, S. I., thence across STATEN ISLAND, the Tottenville-Perth Amboy Ferry and the bridge over the Raritan River to South Amboy, making the shortest line to Keyport, Red Bank, Long Branch and Asbury Park, N. J.

The first part of this route—New York to Perth Amboy Ferry, 15.4 miles—is interchangeable with the corresponding first part of the line via Jersey City, the Bayonne Peninsula, Port Richmond and the "Inland Road"—22.9 m—used in connection with Route No. 35A, pages 149-50. Though $7\frac{1}{2}$ miles shorter (figured from the ferry in each case) this route encounters the heavy traffic in New York to and from the Municipal Ferry weekdays, and about equal time can be made, taking the longer way next given. On Sundays and holidays, however, this line via St. George, New Dorp and the Amboy Road, is shorter both in miles and in time.

For principal connections to the Municipal Ferry, see map, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," page 58. From the central hotel and garage district the most satisfactory way is down Broadway to 23rd St., keeping right at the Flatiron Bldg., into 5th Ave., direct to Washington Square. Pass under the Washington Arch, bearing left to 4th St. (lower side of the square); turn left on E. 4th St. to Broadway, and right down Broadway. Pass City Hall Park (on left); at fork in front of new Custom House, keep left into Whitehall St., following car-tracks under elevated railway to the ferry.

Charge, 60c, car and driver; additional passengers, 5c each.

MILES
Total Intermediate

(Heavy traffic weekdays to Municipal Ferry; mostly clear beyond. Frequent sharp curves and numerous RR. crossings.)

0.0 0.0 **ST. GEORGE**, Staten Island terminus of Municipal Ferry.

From ferry slip bear left and immediately right, up-grade along concrete wall to head of street.

0.3 0.3 At Borough Hall (on right), turn left—with the trolley.

0.5 0.2 End of street; turn right and next left (leaving car-tracks straight ahead).

0.7 0.2 End of street; turn right to stone watering-trough (**Tompkinsville**), and immediately left—again with trolley, on stone block pavement.

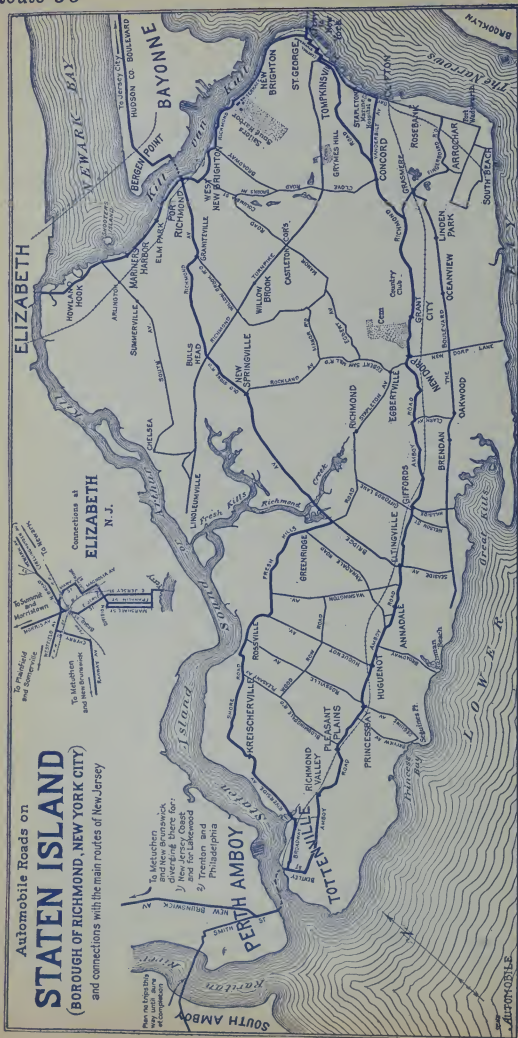
1.2 0.5 **STAPLETON**; straight through, past park (on right—1.4 m).

1.8 0.6 Pass U. S. Marine Hospital (on right), and immediately turn right on Vanderbilt Ave.—macadam—automobile club sign, "Philadelphia."

2.8 1.0 End of Vanderbilt Ave.; bear left into the Richmond Road—again with the trolley.

5.9 3.1 **Caution** for abrupt right and left curves (immediately after passing Moravian Cemetery, on right), following car-line to

6.2 0.3 **NEW DORP** (roadhouse and flagpole); leave trolley by turning left into the Amboy Road.



New York City Section

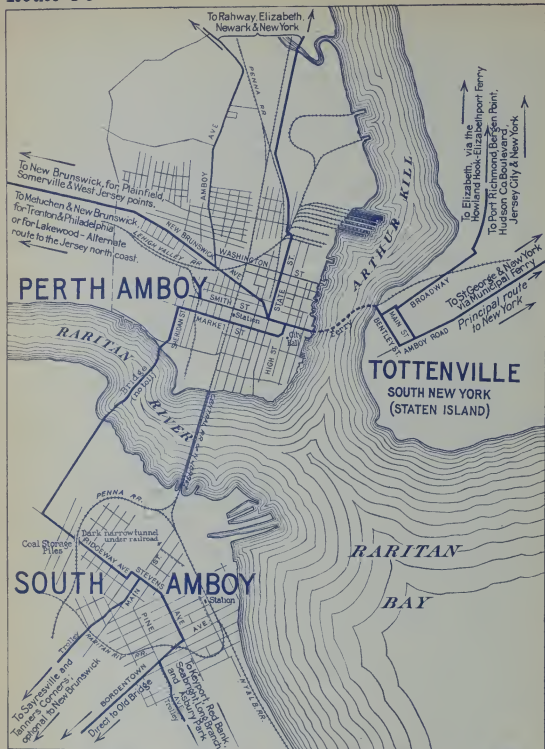
Route 35

- 7.3 1.1 Curve sharp right and immediately turn left with the Amboy Road—automobile club sign, "Philadelphia"—caution for very dangerous grade crossing (8.2 m).
- 8.9 1.6 Fork (both roads macadam); keep to the right on winding road—sharp right curve (9.4 m), bearing left with the Amboy Road at road-house (10.8 m).
- 11.4 2.5 **HUGUENOT; Terra Marine Inn** (Huguenot Park).
Straight ahead through 4-corners, crossing RR. (11.6 m) and small bridge (12.5 m); immediately curve sharp left, crossing RR. at Pleasant Plains station (13.0 m). Same thorofare becomes Amboy Ave., **Tottenville**, which follow across Main St. (15.0 m), taking care not to pass Bentley Ave. (automobile club sign, "Philadelphia").
- 15.1 3.7 Turn right on Bentley St. direct to the
- 15.4 0.3 **PERTH AMBOY FERRY** (usually half-hour service).
Ferry charge, 50c, car and driver; extra passengers, 5c each—put on N. J. numbers. For the local situation at both Perth Amboy and South Amboy, with best connections to the bridge on either side of the Raritan River, see special map, opposite.
From the N. J. side of the ferry, go straight out on Smith St., upgrade on brick pavement, following trolley.
- 15.6 0.2 **PERTH AMBOY**, Smith & High Sts.
Packer House, on right-hand corner.
Turn left on High St. one full block only.
- 15.7 0.1 At Washington Monument turn right into Market St.—macadam—straight ahead across C. RR. of N. J. (16.2 m) and another RR. (16.5 m).
- 16.7 1.0 Turn left on Sheridan St.—direct to the **Perth Amboy-South Amboy bridge** (16.9 m); cross Raritan River (no toll), straight ahead from end of bridge (17.8 m) to
- 18.5 1.8 End of road; turn left through dark, narrow RR. tunnel (18.7 m—room for only one vehicle at a time). **Sound horn and be sure no one is coming from the opposite direction**, immediately ascending grade between coal storage piles.
- 19.0 0.5 **(Caution)**; end of road; jog left and immediately right on Stevens Ave.
- 19.1 0.1 **SOUTH AMBOY**; cross Main St. (trolley), passing Catholic Church (on left) and school (on right).
- 19.5 0.4 Meeting trolley, turn right on Bordentown Ave., crossing over RR. in tunnel.
- 19.7 0.2 Turn left with trolley, jogging right and left with same (20.1 m)—**caution** for crossing of tracks on sharp left curve (20.8 m).

TRUFFAULT-HARTFORD SHOCK ABSORBER

Will
enable your guests
to sit easy and enjoy the ride

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.



- 21.2 1.5 Turn right—caution (especially at night) for dangerous left curve (21.5 m), crossing RR. at **Morgan station** (21.6 m).
- 21.7 0.5 Rejoin trolley and immediately turn right across iron bridge, following tracks on macadam; leaving trolleys (to left—23.9 m), continue straight ahead across iron bridge (24.8 m).
- 25.1 3.4 (At this mileage—car-tracks divide—road to Matawan, Freehold and Lakewood turns right). **For north coast points, continue straight ahead** with one line of trolley, crossing small iron bridge (25.2 m) to center of
- 25.5 0.4 **KEYPORT** (brick blocks on 4-corners); leave trolleys by turning square right on Broad St. Continue straight ahead across RR. at **Keyport station** (25.8 m), following main road through several corners (26.5 m).
- 26.6 1.1 Fork; avoid right-hand road (which goes to Hazlet station), by keeping to left with the most travel. Bear left through 4-corners (27.5 m), direct to
- 29.9 3.3 **PROMINENT FORK**, farmhouse in the angle.
For Atlantic Highlands, Highlands and Seabright via the extreme north coast, see separate head at end of this route, page 148.
- 29.9 0.0 **For Red Bank, Seabright, Long Branch and Asbury Park**, take the right-hand road—winding but direct.
- 31.4 1.5 Cross bridge over RR., and at end of road immediately beyond turn left across a second bridge over same RR.
- 31.6 0.2 **Middletown**; straight through small village, crossing trolley (32.6 m).
- 32.7 1.1 Fork; bear right with the best road, crossing trolley (33.4 m & 34.1 m), straight ahead over long iron bridge (Navesink River—35.4 m).
- 35.7 3.0 Turn **first left beyond the bridge** into Prospect Place, crossing RR.
- 35.8 0.1 Turn right into Riverside Ave.
- 36.0 0.2 Meeting trolley, turn left on Front St.
- 36.3 0.3 **RED BANK**, center of city (electric light and fountain in the street).
Van Dorn & Kirby, Garage, 25-29 E. Front St.
Turn right on Broad St.; leave trolleys to right at Monmouth Ave. (36.5 m) by keeping straight ahead 2-10 mile only.
- 36.7 0.4 Turn left on Bassett St.—brick church on corner, and sign, "**Little Silver**," "**Rumson Neck**," "**Seabright**."
- 36.8 0.1 Fork of streets; bear right on Branch Ave., past brick High School (on left, after the turn).
- 37.8 1.0 Turn left into the **Rumson Road** (sign), straight ahead past fine estates on right and left—curves (39.9 m).
- 41.4 3.6 (At this mileage road from Oceanic comes in from the left); continue straight ahead across iron bridge (Shrewsbury River—42.2 m).

Route 35

New York City Section

- 42.3 0.9 At Seabright RR. station, turn right on Ocean Ave., along tracks (on left).
- 42.4 0.1 **SEABRIGHT, Hotel Pannaci** on right.
Straight ahead on Ocean Ave.—dangerous RR. crossing (42.6 m)—winding but well-defined road.
- 46.1 3.7 End of road; turn left and next right, along the ocean-front.
- 46.6 0.5 **LONG BRANCH**, Ocean Ave. & Broadway.
The business district is reached by a right turn on Broadway at this point.
Continue straight ahead along Ocean Ave., past summer homes (on right) to
- 48.0 1.4 **WEST END (Casino)**.
Turn right and next left—still Ocean Ave.—crossing iron bridge (Takanassee Lake—48.7 m), straight ahead through **Elberon** and **South Elberon**—distinct points only on the RR., over to right; here a continuous thorofare of fine summer homes.
- 49.6 1.6 (**Caution**); jog right and immediately left, past Lincoln Ave. (on right), through **Deal** (Esplanade, on right—51.0 m), and across Neptune Ave. (51.3 m).
- 51.6 2.0 End of road at Corliss Ave.; turn right.
- 51.7 0.1 Turn left on Norwood Ave., **Allenhurst**.
Allenhurst Club and Cottages on corner at the turn.
Cross bridge over Deal Lake (52.1 m) into Park Ave., Asbury Park, crossing 8th Ave. trolley line (52.2 m).
For **Hotel Columbia** turn left on 8th Ave. and right on Kingsley Ave.
- 52.4 0.7 End of Park Ave. at Sunset Lake; turn right on Sunset Ave.
- 52.5 0.1 Turn left into Grand Ave., crossing bridge over Sunset Lake.
- 53.2 0.7 End of Grand Ave. at small soldiers' monument and flag-pole; turn right with trolley on Cookman Ave.
- 53.4 0.2 **ASBURY PARK**, Main & Cookman Sts.
Zacharias Garage, Eagle Hall Block, Main St.
Mark Guy's "Auto Inn Garage," 21-24 Main St.
Hotel La Reine, Bradley Beach, 1½ miles south.

For diverging routes, see Index map Jersey North Coast Section, Vol. 3.

For through connections, see Trunk-line Index map, Vol. 3.

For connections below Asbury Park; also for return trips to New Brunswick and New York, see North Jersey Coast Section, Volume 3.

CONNECTION FROM THE ROUTE ALREADY GIVEN TO ATLANTIC HIGHLANDS, HIGHLANDS AND SEABRIGHT, REJOINING THE MAIN LINE.

MILEAGES
Total Intermediate (Distances reckoned from Municipal Ferry, New York, by the preceding main-line route.)

- 29.9 29.9 **PROMINENT FORK**, farmhouse in the angle.
Take the left-hand road, direct to
- 31.6 1.7 **New Monmouth**, 4-corners; turn left, passing left-hand road (31.7 m), and crossing trolley (31.9 m).

New York City Section**Route 35 A**

- 32.1 0.5 3-corners; bear right on the best road, crossing trolley (32.4 m), RR. (32.5 m) and trolley again (33.8 m). Continue straight ahead through irregular 4-corners (34.5 m), crossing 2 separate RRs. (34.9 m).
- 35.0 2.9 [For center of **Atlantic Highlands** turn left on 1st Ave.]; cross 1st Ave. (trolley), straight ahead on the Valley Drive—a wide gravel road.
- 36.3 1.3 Turn left at stone church, picking up trolley (36.5 m).
- 38.5 2.2 **Hotel Martin** (on right); turn left, downgrade.
- 38.6 0.1 **HIGHLANDS**; cross RR. (38.8 m) and bridge (Navesink River).
- 38.9 0.3 Turn right, crossing RR. (39.0 m), straight ahead across RRs. (40.7 m & 41.1 m), passing **Seabright RR.** station (on left—41.2 m).
- 41.3 2.4 **SEABRIGHT, Hotel Pannaci** (on right).

This route now merges with the preceding route, which comes in at Seabright RR. station, from across the Navesink River. By setting the odometer at 42.4 m to conform with that route, full running directions and odometer distances will be had balance of way to Long Branch, West End, Elberon, Allenhurst and Asbury Park—total distance to Asbury Park this way, 52.3 miles.

Route 35A—New York-Jersey City-Hudson Co. Boulevard
—across Staten Island to Perth Amboy, N. Y.

Route map, page 144

Reverse route, in Vol. 3

Alternate to the first part of No. 35 Manhattan to Jersey City, running down the Hudson Co. Boulevard to the Bergen Point-Port Richmond Ferry. Thence across Staten Island to the Tottenville-Perth Amboy Ferry, connecting with No. 35 for Keyport, Red Bank, Seabright, Long Branch and Asbury Park. Macadam practically throughout; fewer RR. crossings on Staten Island this way than by St. George and New Dorp.

This route—New York to Perth Amboy Ferry, 22.9 miles—is interchangeable with the corresponding first part of the line via St. George, New Dorp and the Amboy road—15.4 miles—used in connection with Route No. 35. Though Though 7½ miles longer, and with two ferries to cross instead of one the other way, this route avoids the heavy traffic in New York to and from the Municipal Ferry weekdays and about equal time can usually be made.

For the principal connections to the W. 23rd St. ferry, see map, "MAIN AUTO-MOBILE ROUTES ON MANHATTAN ISLAND," page 58. From the central hotel and garage district, the most satisfactory way is down Broadway, 7th Ave. or 8th Ave. to 24th St., turning right on W. 24th St. to "Entrance for Teams," Penna. RR. ferry (exactly 3 miles from Columbus Circle via Broadway and W. 24th St.). Ferry charge 13-30c, according to size of the car and number of passengers; frequent service throughout the day and evening across the Hudson River.

MILEAGES
 Total Intermediate (Leaving ferryboat set odometer at "0" for correct readings beyond.)

- 0.0 0.0 **JERSEY CITY, RR. terminal.**

From ferry-house run out Montgomery St.—stone block pavement; where trolleys divide (0.4 m), keep straight ahead on Montgomery St., past **Moran's Garage** (on left—147 Montgomery St.), and past City Hall (on right—0.5 m).

- 0.6 0.6 At farther end of City Hall, leave trolleys by turning right on Grove St. and next left (0.7 m) into Mercer St. Continue on Mercer St. under RRs. and over brick-paved viaduct (1.6 m).
- 2.0 1.4 End of Mercer St. (Armory on left); jog left across

Route 35 A

New York City Section

- Bergen Ave., and immediately right into Glenwood Ave.
- 2.2 0.2 Turn left on the Hudson County Boulevard, following macadam above C. RR. of N. J. (in tunnel—3.4 m), and over trolley line (4.9 m); cross iron bridge (5.2 m) and pass under L. V. RR. (5.4 m).
- 6.5 4.3 Turn left and immediately bear right with the boulevard, straight ahead over C. RR. of N. J. in tunnel (8.3 m).
- 8.4 1.9 Curve right and immediately left across trolley (8.7 m) and RR. (9.0 m).
- 9.1 0.7 End of road; turn left along the waterfront.
- 9.4 0.3 At point where trolley is met, turn right to ferry at Bergen Point (9.5 m).
- Charge, 25 to 40c, according to size of the car and number of passengers; extra passengers, 55c each. Average 20-30 minute service across Kill Van Kull; from ferry run straight ahead to central 4-corners.
- 9.6 0.2 **PORT RICHMOND, S. I.**, Shore Road & Richmond Ave. Continue across RR. (9.7 m—flagman and gates), following trolleys—sharp right curve (10.8 m) and sharp left just beyond.
- 11.1 1.5 **Graniteville**; pass macadam road on right (leading to Howland Hook-Elizabeth ferry), by following main-traveled but winding road.
- 12.6 1.5 **Bulls Head**; direct through 4-corners.
- 13.4 0.8 **New Springville**; direct through small village, crossing long bridge over Richmond Creek (15.4 m—15.8 m).
- 15.9 2.5 **Caution** for abrupt right turn; two miles beyond (17.9 m) pass between large willows, curving immediately right to
- 18.5 2.6 **Rossville**; go through small village—left curve (18.7 m), followed by dangerous right curve (18.8 m—water tank on left). Ascend long even grade (20.2 m), curving sharp left at brick factory (on right—20.8 m).
- 21.8 3.3 (Don't cross RR.); turn square right—very dangerous grade crossing (22.1 m), same thorofare becoming Broadway, **Tottenville**.
- 22.6 0.8 Jog right and immediately left with Broadway.
- 22.8 0.2 End of Broadway; turn right down Bentley St. to end of same at
- 22.9 0.1 **PERTH AMBOY FERRY** (50c car and driver; passengers 5c).

Here the routes carried across Staten Island and the Tottenville ferry diverge in two principal directions: (1) from Perth Amboy across the bridge over the Raritan River to South Amboy, the shortest way to the North Jersey Coast resorts; and (2) nearly direct west to Metuchen, connecting with the principal mainland route for New Brunswick, Trenton, Philadelphia, etc.

For all points on the Jersey North Coast—Keyport to Asbury Park inclusive—see the main line immediately preceding; by setting the odometer at 15.4 m to conform with that route, full running directions and odometer mileages will be found on pages 145-7 to principal points beyond the Perth Amboy ferry.

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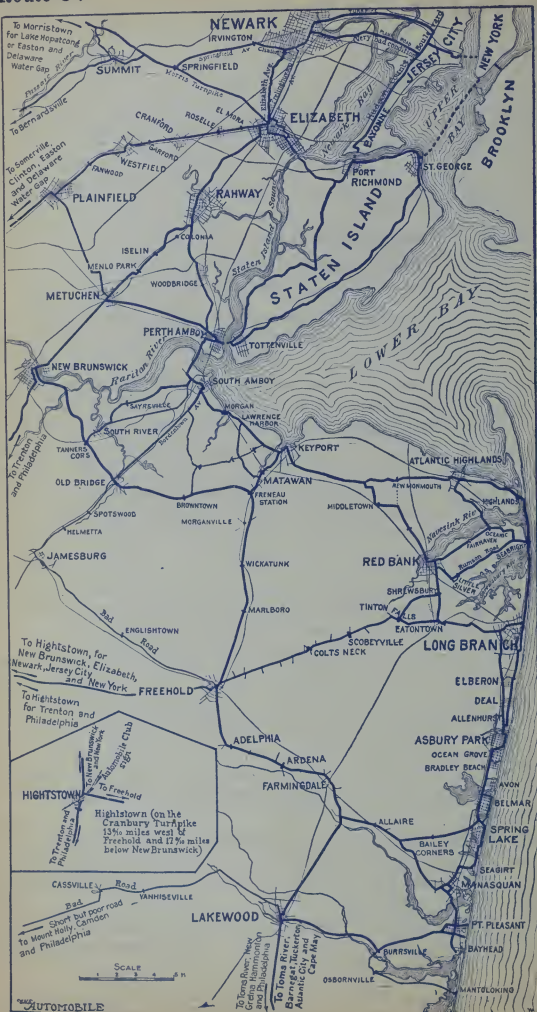
Route map, page 152

Reverse route, in Vol. 3

Leaving Manhattan by the Municipal Ferry to St. George, S. I., thence across STATEN ISLAND, the Tollenville-Perth Amboy ferry and the bridge over the Raritan River to South Amboy, making the shortest line to Freehold and Lakewood. Good roads throughout.

From the N. J. side of the ferry, go straight out on Smith St., upgrade on brick pavement, following trolley 0.2 mile only.

- 15.6 0.2 **PERTH AMBOY**, Smith & High Sts.
Packer House, on right-hand corner.
 Turn left on High St. 1 full block only.
- 15.7 0.1 At Washington Monument turn right into Market St.—macadam—straight ahead across C. RR. of N. J. (16.2 m) and another RR. (16.5 m).
- 16.7 1.0 Turn left on Sheridan St.—direct to the **Perth Amboy-South Amboy bridge** (16.9 m); cross Raritan River (no toll), straight ahead from end of bridge (17.8 m) to
- 18.5 1.8 End of road; turn left through dark, narrow RR. tunnel (18.7 m—room for only one vehicle at a time). **Sound horn and be sure no one is coming from the opposite direction**, immediately ascending grade between coal storage piles.
- 19.0 0.5 (**Caution**); end of road; jog left and immediately right on Stevens Ave.
- 19.1 0.1 **SOUTH AMBOY**; cross Main St. (trolley), passing Catholic Church (on left) and school (on right).
- 19.5 0.4 Meeting trolley, turn right on Bordentown Ave., crossing over RR. in tunnel.
- 19.7 0.2 Turn left with trolley, jogging right and left with same (20.1 m)—**caution** for crossing of tracks on sharp left curve (20.8 m).
- 21.2 1.5 Turn right—**caution** (especially at night) for dangerous left curve (21.5 m), crossing RR. at **Morgan station** (21.6 m).
- 21.7 0.5 Rejoin trolley and immediately turn right across iron bridge, following tracks on macadam; leaving trolleys (to left—23.9 m), continue straight ahead across iron bridge (24.8 m).
- 25.1 3.4 Leave the route to Keyport straight ahead by turning right with one line of trolley—sign, "**Matawan**," "**Freehold**," "**Lakewood**."
- 25.6 0.5 Fork; keep to right with the trolley, straight ahead across RR. at **Matawan station** (26.5 m), curving left (26.8 m).





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Do you use the best supplies?
Do you want the best goods for
the least money? Do you appreciate quality? Do you care to have us look after your wants? Would you like to have us quote prices?

Write, Telegraph or Telephone 3347 Bryant

Studebaker, Broadway and Seventh Ave., at 48th St.

- 27.0 1.4 **MATAWAN**; direct through on Main St., crossing RR. at Freneau station (27.9 m), and passing right-hand road (29.4 m, which leads to Morganville station).
- 31.7 4.7 Cross RR. at **Wickatunk station**.
- 34.2 2.5 **Marlboro**; direct through small village, running into Main St. (37.7 m), which follow to center of
- 38.3 4.1 **FREEHOLD**, Court House on right.
Monmouth House, at the center.
Hotel Belmont, at the center.
F. S. Voorhees, Garage, 43 South St.
Clayton's Main St. Garage, 36 Main St.
Turn diagonally left on South St., crossing RR. (38.4 m); continue on winding but well-defined road, crossing concrete bridge (41.5 m).
- 41.7 3.4 **Adelphia**; direct through small village.
- 43.4 1.7 **Ardena**; straight through small village, curving left with main road (44.2 m), straight ahead across RR. (46.1 m).
- 46.5 3.1 End of road; turn right.
- 46.8 0.3 **FARMINGDALE**; direct through the town, crossing RR. at Farmingdale station (46.9 m). and again cross RR. (47.6 m).
- 49.0 2.2 [At this mileage pass left-hand road which leads to Alaire, for Bailey's Corners and Spring Lake, or for Manasquan and Pt. Pleasant.]

Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart

HOMO

Gasoline Motor Efficiency Co.
JERSEY CITY, N. J.

B. S. Whitehead, Prest. Whitehead & Hoag Co., Newark, N. J., says:

"The HOMO on my Packard, has proven very satisfactory in every respect. I find it especially beneficial when driving my heavy Limousine car through crowded streets at a very slow speed on high gear."

WRITE FOR LITERATURE

Route 39

New York City Section

Cross iron bridge (Manasquan River—49.3 m), and go through 4-corners (49.5 m), straight ahead across RR. (53.1 m).

- | | | |
|------|-----|---|
| 54.6 | 5.6 | Curve left into Monmouth Ave., Lakewood. |
| 54.9 | 0.3 | (RR. station a short distance ahead); turn right into 2nd St. |
| 55.0 | 0.1 | Central Garage (on left), 2nd St. & Monmouth Ave. |
| 55.1 | 0.1 | Bartlett Inn (on left), 2nd St. and Monmouth Ave. |
| 55.2 | 0.1 | LAKEWOOD , 2nd St. & Clifton Ave. |

The Towers, Main St.

For diverging routes, see Index map, Jersey North Coast Section, Vol. 3.

For through connections, see Trunk-line Index map, Vol. 3.

For optional via Jersey City, Hudson Co., Boulevard and Staten Island, see Route 35A.

Route 39—New York to Delaware Water Gap, Pa.—79.3 m.

Route map, pages 141-155

Reverse route, No. 398C

Main route from the Jersey City terminal of the Pennsylvania RR., over the Newark Turnpike, through NEWARK, Springfield, MORRISTOWN, Chester and German Valley to and over SCHOOLEY MOUNTAIN; thence to HACKETTSTOWN and the Delaware River, which is crossed at Myers Ferry (Delaware), and followed up through PORTLAND to the "Gap."

Mostly poor, heavily-traveled road to Newark; numerous cities and towns with strict speed ordinances—all macadam Newark to Morristown. Roads from Morristown to Delaware Water Gap vary from the best macadam to narrow, dirt stretches; but on the whole, it is a good and picturesque trip. The only severe grades are up and down Schooleys Mountain; though rough and winding, these are safely negotiated hundreds of times each year, and the surface has been improved, especially on the eastern face of the "Mountain."

For principal connections to the W. 23rd St. ferry, see map, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," page 58. From the central hotel and garage district, the most satisfactory way is down Broadway, 7th Ave., or 8th Ave. to 24th St., turning right on W. 24th St. to "Entrance for Teams," Penna. RR. ferry (exactly 3 miles from Columbus Circle via Broadway and W. 24th St.). Ferry charge 13-30c, according to size of car and number of passengers; frequent service throughout the day and evening across the Hudson River.

MILEAGES

Total Intermediate (Leaving ferryboat set odometer at "0" for correct readings beyond).

0.0 0.0 **JERSEY CITY**, RR. terminal.

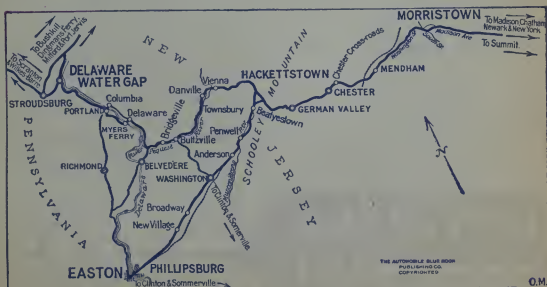
From ferry-house run out Montgomery St.—stone block pavement; where trolleys divide (0.4 m), keep straight ahead on Montgomery St. past **Moran's Garage** (on left—147 Montgomery St.), and past City Hall (on right—0.5 m).

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.

New York City Section

Route 39

- 0.6 0.6 At farther end of City Hall, leave trolleys by turning right on Grove St. and next left (0.7 m) into Mercer St. Continue on Mercer St. under RRs. and over brick-paved viaduct (1.6 m).
- 2.0 1.4 End of Mercer St. (Armory on left); jog left across Bergen Ave., and immediately right into Glenwood Ave.
- 2.2 0.2 Turn right—Automobile Club signs—on Hudson Co. boulevard (wide macadam), curving right with same (2.6 m) and left (2.7 m) over Penna. RR. viaduct.
- 3.0 0.8 Turn left—Automobile Club sign—on Newark Ave. (double trolley tracks); continue on stone block pavement along RR. embankment, crossing iron bridge over Hackensack River (4.0 m). Cross D., L. & W. RR. (**danger**—5.0 m), straight ahead with trolleys under Penna. RR. tunnel connection (5.7 m), and on fair-to-poor road across the "Meadows" into Harrison. Pass under RR. (8.4 m) and cross iron bridge (Passaic River—8.6 m) into Bridge St., Newark, keeping straight ahead across Broad St. (double trolleys—8.9 m).
- 8.9 5.9 **In front of Newark Public Library**, turn left on Washington St. along Washington (small) Park, on left. Follow Washington St. (0.8 mile wide stone pavement), across Central Ave. (9.0 m) to a break in the direct line at Market St. (near business center).
- 9.5 0.6 **NEWARK**, Washington St. at Market St.
Hotel Navarre, 882 Broad St.
Martin Auto Co., 282 Halsey St.
P. H. Johnston Garage, 9 Hill St.
- Turn right on Market St., and immediately left. striking asphalt (9.7 m—1909); where trolleys turn right (10.0 m), continue straight ahead to end of Washington St. at Clinton Ave.



Map of the Morristown-Delaware Water Gap Portion of the New York-Delaware Water Gap route.

Route 39**New York City Section**

- 10.3 0.8 Turn right on Clinton Ave. (car-tracks), which follow all the way out of Newark (avoiding Elizabeth Ave.—10.7 m—where the route to Elizabeth and New Brunswick turns left). Cross RR. (11.2 m), and follow double-track trolley to
- 12.9 2.6 **IRVINGTON**, point of 5-roads.
Bear left with trolleys on the Springfield Turnpike, keeping straight ahead when tracks leave (to right—15.5 m).
- 17.3 4.4 Meet trolleys and turn right—now on the road from Elizabeth to Springfield.
- 17.5 0.2 **SPRINGFIELD**. Straight ahead on the Morris Turnpike, leaving trolley and route to Summit (on left—18.3 m). Continue under stone RR. arch (19.1 m), passing left-hand road (20.2 m—connection into this route from Summit), straight ahead across iron bridge (Passaic River—21.2 m).
- 21.7 4.2 **CHATHAM**; straight through suburban village.
- 23.8 2.1 **MADISON**; direct through, crossing D., L. & W. RR. (24.0 m), keeping slightly left on main road (24.6 m).
- 26.8 3.0 Fork; avoid right-hand road (which crosses RR.), by keeping to left on Madison Ave., curving right (27.8 m) into South St.
- 28.6 1.8 **MORRISTOWN**, South St. at the Park.
Morristown Inn, South & Pine Sts.
Wiss Bros.' Garage, Pine St., near Morristown Inn.
Continue nearly west on Washington St., keeping left at fork (29.4 m—right also macadam) into the Mendham Road. Pass right-hand roads (29.8 m & 30.4 m), following the main-traveled macadam into
- 35.5 6.9 **MENDHAM**; Phoenix House.
Straight through small village, crossing iron bridge (36.8 m) and RR. (37.0 m).
- 40.3 4.8 4-corners (**Chester X-road**); turn left at hotel and flag-pole.
- 41.1 0.8 **CHESTER**; straight through the town, passing left-hand road (41.3 m) and crossing branch RR. (41.6 m).
- 42.5 1.4 At fork immediately after crossing small bridge, bear right with macadam.
- 43.4 0.9 At fork immediately after crossing second small bridge, bear right with the macadam.

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See

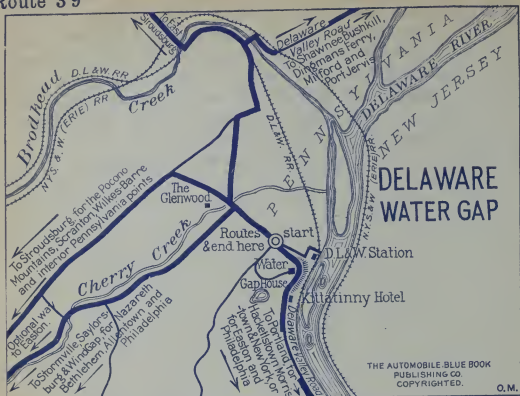
Page 12



New York City Section

Route 39

- 45.8 2.4 Turn right over stone bridge, crossing RR. at **German Valley station** (45.9 m). Begin (46.0 m) the long ascent of **Schooley Mountain**—fair surface and fine views—caution (46.2 m) for right ("horseshoe") curve.
- 47.1 1.3 **SCHOOLEY MOUNTAIN**, top of the southern ridge; continue on fairly level road for 1½ miles, keeping slightly right at old hotel (48.2 m).
- 48.6 1.5 Begin descent north ridge, **Schooley Mountain**, passing left-hand road just beyond foot of grade (49.8 m—where the Morristown-Washington-Easton route turns west). Continue direct across iron bridge (Musconetcong River—50.8 m), bearing left at Soldiers' Monument (51.8 m) into Main St.,
- 52.2 3.6 **HACKETTSTOWN**, Main, Hope & High Sts.
American House on the angle.
Continue nearly straight ahead onto Hope St., across D., L & W. RR. at station (on left—52.4 m), and over canal bridge (52.8 m), avoiding right-hand road which leads down-hill (53.0 m).
- 56.1 3.9 **VIENNA**; straight through small village.
- 56.8 0.7 Turn left, crossing D., L. & W. RR. at **Great Meadows station** (on right, 57.1 m).
- 57.6 0.8 **DANVILLE** (take care not to pass); turn left at old blacksmith shop, shortly coming along the Pequest River.
- 59.2 1.6 Avoid left-hand road (which crosses bridge into **Townsbury**), by keeping nearly straight ahead on the right side of the river. Cross RRs. (60.7 m) & 61.1 m), following narrow road with numerous curves—very dangerous RR. crossing (61.8 m).
- 61.9 2.7 Keep to right (without crossing bridge); pass under RR., (62.3 m) and immediately cross RR. (Pequest Furnace on left). Continue along the river, crossing RR. (63.7 m) to end of road at
- 63.9 2.0 **BUTTZVILLE** (very small village); turn right, taking the left-hand road just beyond (right-hand road crosses the RR.).
- 65.1 1.2 **BRIDGEVILLE** (old hotel on right); straight through along the river, crossing iron bridge (66.5 m).
- 66.8 1.7 (Take care not to pass); leave the river and the road to Belvidere, by turning right, straight ahead through diagonal cross-road (67.1 m).
- 67.5 0.7 **Caution** for dangerous passage under stone RR. arch, then on narrow dirt road along the Delaware River, passing right-hand road (69.8 m, leading under RR.).
- 70.2 2.7 Turn right under stone RR. culvert and immediately left, straight ahead to
- 70.7 0.5 **DELAWARE** (4-corners, white church on left); turn left—sign, "Myers Ferry," passing under RR. (70.8 m), direct to



71.1 0.4 MYERS FERRY, N. J.—PENNA.

This ferry is an old-fashioned flat boat, attached by cable to wire stretched across the river. Runs practically throughout the year, and can carry two cars; charges average 25c.

Leaving ferry turn right along the west side of the Delaware River, crossing RRs. (73.5 m & 73.6 m); picking up trolley (from left, 73.8 m), follow same across RR. (73.9 m) into

74.0 2.9 **PORTLAND, PA.**, hotel (on left), RR. station (on right).

Direct through on main-traveled road, crossing RRs. (74.1 m & 75.0 m) and iron bridge at **Slateford** (75.9 m); **slow down** for dangerous left curve (77.5 m)—then on the one road—greatly improved by concrete walls along the river's edge.

78.8 4.8 Hotel Kittatinny, on right.

79.3 0.5 DELAWARE WATER GAP.

The end of this route is indicated by a circle on the local map of Delaware Water Gap, above.

Left-hand road (square left turn), leads uphill 0.4 mile to the **Water Gap House**.

For **The Glenwood**, continue straight ahead across bridge over Cherry Creek (79.6 m); hotel can be seen on left just beyond the bridge.

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The Leading Hotel

At Delaware Water Gap, Pa.

Rooms en suite with private baths, steam heat, etc.
American plan, also a la carte. Garage. Bell Phone
92. Telegraph Offices in Hotel.

G. FRANK COPE.

Route 39A—Delaware Water Gap to Wilkes-Barre, Pa.— 63.6 m.

Route map, page 1B

Reverse route, No. 398B

THIS ROUTE IS GIVEN HERE AS A CONVENIENCE TO USERS OF THIS BOOK MAKING THE "EMPIRE TOUR."

Via *STROUDSBURG, Bartonsville, Swiftwater, Pocono Summit, Pocono Lake, Blakeslee and BEAR CREEK station, entering Wilkes-Barre by the Ashley Boulevard and South Main St.*

ROAD CONDITIONS: rough but not difficult for 18.7 miles, then excellent macadam for 14.1 miles, which stretch covers a large part of the Pocono resort section. The direct entrance into Wilkes-Barre from the south and east is greatly interfered with by Wilkes-Barre ("Giant's Despair") Mountain—one of the worst grades on any main-traveled route in the United States, including over a mile of 15% downgrade with diabolical "S-turns" en route.

The Blue Book does not consider it advisable for the average tourist to use the route over the mountain either way, and for that reason has substituted therefor the longer way through Ashley. This is made more feasible than formerly by the completion of considerable macadam on what is come to be generally known as the "Ashley Boulevard." There are frequent stiff grades this way, and some dangerous R.R. crossings, but it is much safer than down the mountain, and on a clear day the views are surprising.

The starting point for the mileages on this route is indicated by a circle on the local map of Delaware Water Gap, opposite; this is a point where the road up from the Kittatinny Hotel and the road down from the Water Gap House meet.

MILEAGES

Total Intermediate

0.0 0.0 **DELAWARE WATER GAP.** Start northwest—downgrade—through Water Gap village, picking up the trolley. Cross iron bridge (Cherry Creek—0.3 m), passing



Route 39 A

New York City Section

- right-hand road immediately beyond the bridge—which leads to Milford, Dingmans Ferry and Port Jervis.
- 0.7 0.7 End of road; turn left (leaving trolley)—straight ahead past prominent left-hand road (1.6 m). At once begin steep ascent—fine views; from top (2.4 m) descend grade—rough in spots.
- 3.1 2.4 Turn right; just beyond meet trolley and turn left into Park Ave., following trolley across viaduct over RR. and creek into 7th St.,
- 3.7 0.6 **STROUDSBURG**, Main & 7th Sts. City map, page 159. **Indian Queen Hotel**, Main St., between 8th & 9th Sts. Turn left on Main St., following trolley past **Indian Queen Hotel** (on right—3.8 m).
- 3.9 0.2 Turn next right on N. 9th St., gradually coming along Pocono Creek, which follow past several roads on right and left—fair dirt road, with occasional waterbars.
- 7.7 3.8 Fork; keep to right with telegraph poles—up and down grades, with more waterbars.
- 8.9 1.2 End of road, **Bartonsville** (hotel on right); turn right—sign, "Mt. Pocono."
- 10.1 1.2 Turn sharp left between house and barn, and sharp right (10.2 m)—poor rough road.
- 11.3 1.2 **Tannersville**; pass hotel (on left) and continue straight ahead, curving right (11.9 m). Go through 4-corners (12.2 m) and ascend grade on better road, curving left and right across small bridge (13.4 m).
- 13.8 2.5 **Scott's Run**; direct through small village.
- 14.4 0.6 Avoid left-hand road by keeping to right—sign, "Swiftwater 2 m."
- 16.1 1.7 **Swiftwater**; cross iron bridge and ascend grade to
- 16.3 0.2 Prominent fork.

For the **Montanesca**, take the right-hand road 1.2 m; from the **Montanesca** this route can be continued to **Scranton**, or brought around into this route again via **Mt. Pocono** and **Pocono Summit**.

For **Wilkes-Barre**, take the left-hand road, curving sharp left over stone bridge (16.5 m); continue on fair-to-good road through woodland, up long grade (17.3 m), past private road (on left—17.9 m).

- 18.4 2.1 Bear right into macadam, straight ahead through prominent cross-road (18.6 m), curving right (18.7 m).
- 20.3 1.9 End of road (**Pocono Summit station** on right); turn left.
- 21.1 0.8 Curve right with macadam (left goes to Long Pond), straight ahead across RR. (22.2 m—lake and ice-house on right).
- 24.0 2.9 Turn left across RR. at **Naomi Pines station**.
- 25.0 1.0 Curve left with macadam, across RR.—sharp left curve (25.8 m) over concrete bridge, curving right with macadam (26.1 m).
- 26.3 1.3 Avoid right-hand road (which goes into hotel grounds by taking the left-hand road—sign, "Wilkes-Barre"). **Cau-**

tion for dangerous RR. crossing (26.8 m—view obstructed); cross iron bridge over Pocono Lake (27.2 m), and RRs. (27.6 m & 28.1 m).

- 29.4 3.1 **Slow down** for sharp left curve with macadam.
- 32.8 3.4 End of road at schoolhouse; turn right—on poorer road.
- 34.0 1.2 **Blakeslee**; straight through small village.
- 36.0 2.0 Curve left across iron bridge (**Stoddardsville**, no town); ascend grade and follow direct road—stony and rough—up and down various grades for several miles; curving left (44.3 m).
- 44.5 8.5 Cross RR. and iron bridge at **Bear Creek station**, at once ascending grade on macadam.
- 45.8 1.3 Fork; bear right—sign, “Wilkes-Barre.” Cross stone culvert (46.0 m)—“S-curves” (46.6 m).
- 47.2 1.4 **Fork** (Boulevard Hotel on right); **keep to left**. [Right-hand road at this point is a toll-road into Wilkes-Barre—not good, fall 1909.]
- 48.0 0.8 Fork of 3-corners.

Road to right, though 5.9 miles shorter, leads down Wilkes-Barre Mountain, which tourists generally are advised to avoid by the longer way given in the following paragraphs.

Turn left, following main road past Crystal Lake (on right).

- 50.9 2.9 Fork (right is a private road); take the left-hand road.
- 52.8 1.9 End of road; turn right, through diagonal cross-road (52.9 m—summer cottages on right). Cross RR. at **Glen Summit station** (53.3 m), and cross iron bridge (54.8 m).
- 54.9 2.1 Turn left across RR. at **Penobscot station**.
- 55.6 0.7 End of road; turn right—dangerous passage under RR. (55.7 m). Ascend grade, crossing RR. at **Fairview station** (55.9 m)—very dangerous RR. crossing at bad angle (56.3 m). Continue under RR. (56.6 m), crossing bridge over RR. at **Ashley Plains**; just beyond (57.0 m) macadam begins (1909)—**caution** for winding descent 9-10 mile long, with very sharp left curve at foot (57.9 m).
- 59.1 3.5 Cross bridge over RR. and immediately make “horse-shoe” curve to right.
- 59.6 .05 End of boulevard; turn right onto Main St., Ashley, crossing RR. (59.8 m).
- 59.8 0.2 **ASHLEY**; immediately after crossing the RR. turn left, bearing right just beyond—downgrade.
- 59.9 0.1 Turn left across RRs. and again over RR. track (60.0 m—Ashley shops on left). Cross bridge over creek—**caution** for dangerous passages under 2 RRs. (60.3 m & 60.4 m).

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Route 39 A

New York City Section

- right-hand road immediately beyond the bridge—which leads to Milford, Dingmans Ferry and Port Jervis.
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- 18.4 2.1 Bear right into macadam, straight ahead through prominent cross-road (18.6 m), curving right (18.7 m).
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- 21.1 0.8 Curve right with macadam (left goes to Long Pond), straight ahead across RR. (22.2 m—lake and ice-house on right).
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New York City Section

Route 39 A

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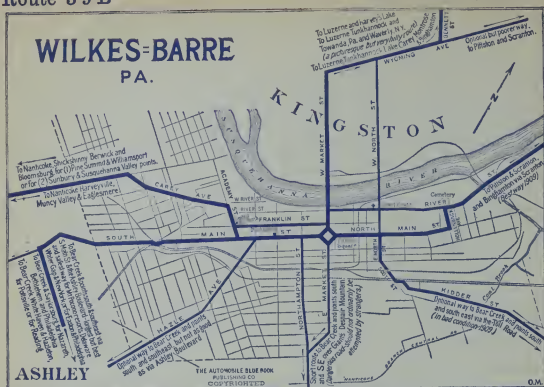
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- 52.8 1.9 End of road; turn right, through diagonal cross-road (52.9 m—summer cottages on right). Cross RR. at **Glen Summit station** (53.3 m), and cross iron bridge (54.8 m).
- 54.9 2.1 Turn left across RR. at **Penobscot station**.
- 55.6 0.7 End of road; turn right—dangerous passage under RR. (55.7 m). Ascend grade, crossing RR. at **Fairview station** (55.9 m)—very dangerous RR. crossing at bad angle (56.3 m). Continue under RR. (56.6 m), crossing bridge over RR. at **Ashley Plains**; just beyond (57.0 m) macadam begins (1909)—**caution** for winding descent 9-10 mile long, with very sharp left curve at foot (57.9 m).
- 59.1 3.5 Cross bridge over RR. and immediately make “horse-shoe” curve to right.
- 59.6 .0.5 End of boulevard; turn right onto Main St., Ashley, crossing RR. (59.8 m).
- 59.8 0.2 **ASHLEY**; immediately after crossing the RR. turn left, bearing right just beyond—downgrade.
- 59.9 0.1 Turn left across RRs. and again over RR. track (60.0 m—Ashley shops on left). Cross bridge over creek—**caution** for dangerous passages under 2 RRs. (60.3 m & 60.4 m).

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- 60.7 0.8 Take the right-hand road up winding grade.
- 61.1 0.4 4-corners; turn right with macadam, straight ahead across iron bridge over RR. (61.6 m).
- 62.3 1.2 Bear left across RR. and next right, picking up trolley; follow tracks along South Main St. past P. O. (on left—63.3 m).
- 63.6 1.3 **WILKES-BARRE**, Public Sq., business center.
Sterling Hotel, Market & River Sts.
Robert Johnston, Garage, 12 N. Main St.
Wyoming Valley Motor Car Co., Garage, 35 N. Washington St.
Wilkes-Barre Automobile Co., 40 N. Main St.
 For city map, see Wilkes-Barre Section, Vol. 3.
 For diverging routes, see Index map Wilkes-Barre Section, Vol. 3.

Route 39B—Wilkes-Barre to Williamsport, Pa.—83.4 m.

Route map, page 1B

Reverse route, No. 398A

THIS ROUTE IS GIVEN HERE AS A CONVENIENCE TO USERS OF THIS BOOK MAKING THE "EMPIRE TOUR."

Via Nanticoke, Shickshinny, BERWICK, BLOOMSBURG, Millville, Pine Summit, MUNCY, and Montoursville. Fair-to-good mountain and valley roads greater part of way, with occasional bad spots. A few stretches of macadam, especially through some of the towns on the Wilkes-Barre end.

A picturesque and interesting trip, following the North branch of the Susquehanna River, with one intermediate crossing of same (Nanticoke to West Nanticoke), all the way to Bloomsburg. At Bloomsburg as short a course is taken across to Muncy as the nature of the country will permit; from Muncy to Williamsport the west branch of the Susquehanna is followed practically all the way, through Montoursville.

MILEAGES

Total Intermediate (For this and optional exits, see Wilkes-Barre city map, above.)

0.0 0.0 **WILKES-BARRE**, Public Square, center of city.

Start west on W. Market St., on block to S. Franklin St.

0.1 0.1 Turn left on S. Franklin St., straight out 0.8 m to

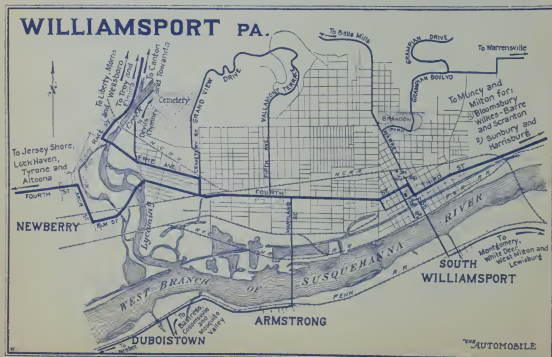
0.9 0.8 Head of Academy St. (Central M. E. Church on right-hand corner); turn right on Academy St.

- 1.1 0.2 Turn left on Carey Ave.—asphalt; cross RR. (1.5 m), and continue straight ahead, picking up trolley (from left at Hanover St.—1.8 m). Leave trolley to right (2.5 m), by keeping straight ahead across RR.
- 3.0 1.9 Turn left across bridge and RR., and immediately right, straight ahead on main road; carefully descend (5.1 m) steep grade, passing under RR. (5.3 m). Cross and leave trolley (to right—6.6 m) by keeping straight ahead on macadam; rejoining tracks (7.0 m), follow them into Main St.,
- 7.5 4.5 **NANTICOKE**, center of city.
When opposite 1st National Bank (on left), leave trolley by turning right into Broadway; cross RR. (7.7 m), and long iron bridge (Susquehanna River—15c toll). From end of bridge continue straight ahead across RR. (8.3 m).
- 8.3 0.8 End of road immediately beyond the RR.; turn left.
- 8.9 0.6 Cross iron bridge in going through **West Nanticoke**.
- 11.9 3.0 Fork immediately after passing **Hunlock Creek** station (on left); take the left-hand road—leaving macadam to right. Immediately cross iron bridge and follow along the Susquehanna River all way into
- 17.8 5.9 **SHICKSHINNY**; straight through center of town, passing left-hand road (18.1 m, with long covered bridge leading across to Mocanaqua). Cross coal mining RR. (18.2 m), and continue straight ahead on the river road—up and down grade; pass right-hand road (20.8 m) and cross RR. (24.6 m).
- 25.2 7.4 Straight through small settlement of **Beach Haven**—dangerous RR. crossing (25.5 m).
- 26.3 1.1 Caution for very steep descent, same thorofare becoming E. Front St., to center of
- 28.4 2.1 **BERWICK**; straight through on W. Front St. Cross RR. (28.7 m), leaving (29.2 m) and shortly rejoining trolley.
- 31.2 2.8 Cross stone bridge in going through small settlement of **Bear Creek**, crossing trolley several times in next 3 miles.
- 38.2 7.0 **ESPY**; direct through small village, same thorofare becoming Beach St., then East St., Bloomsberg, which follow across RR. (40.5 m).
- 40.8 2.6 Turn left with trolley into 2nd St.
- 40.9 0.1 **BLOOMSBURG** (stone church with square tower on right-hand corner); leave trolley by turning right into Iron St., taking first left fork (the lower road). Cross wood bridge on bad curve (42.3 m) and RR. (42.4 m), direct through covered bridge (42.8 m).
- 42.8 1.9 Immediately beyond the bridge turn left.
- 42.9 0.1 Take the right-hand road, across RR.

Route 39 B

New York City Section

- | | | |
|------|-----|---|
| 44.2 | 1.3 | Turn left across RR. and through covered bridge, turning right with main road at end of bridge—mostly good but narrow. Continue through covered bridge (46.4 m); cross RR. (47.0 m) and go through covered bridge, straight ahead through covered bridge and across RR. (47.8 m), direct into |
| 50.9 | 6.7 | MILLVILLE ; straight ahead through the town. |
| 52.1 | 1.2 | Iola ; direct through small settlement. |
| 52.5 | 0.4 | Turn left (wood schoolhouse on left at the turn), straight ahead through covered bridge (53.3 m) and across iron bridge (53.4 m). |
| 53.6 | 1.1 | Fork; take the left-hand road, beginning (54.6 m) long winding ascent with waterbars. |
| 55.4 | 1.8 | 3-corners; bear left on the best road. |
| 55.6 | 0.2 | End of road; turn left. |
| 55.7 | 0.1 | Turn (next) right, leaving the wires, which continue on the road straight ahead. |
| 56.1 | 0.4 | PINE SUMMIT (a few houses only); turn left, following main-traveled road through 4-corners (60.6 m). Cross wood bridge in woods (61.2 m) and concrete bridge (61.6 m). |
| 62.4 | 6.3 | Go through covered bridge and immediately turn left; go through another covered bridge (63.0 m), and begin steep ascent with waters. Descend (63.4 m) corresponding grade into stretch of narrow road between hills and creek (bad in wet weather), direct through covered bridge (64.9 m). |
| 66.2 | 3.8 | Fork; take the left-hand road along the creek, through small settlement (Clarkstown —66.3 m). |
| 66.6 | 0.4 | Avoid left-hand road by keeping slightly to right on main road, through covered bridge (67.5 m). Pass right- |



New York City Section

Route 39 C

hand road (68.6 m, with covered bridge and road leading to Eaglesmere), direct into Water St.,

70.1 3.5 **MUNCY**, Water & Main Sts.

Turn right—now on the road which comes up from Harrisburg, Northumberland and Milton.

71.1 1.0 Go through covered bridge, and at fork immediately beyond take the left-hand road—downgrade. Cross 2 RRs. at **Hall's station** (73.2 m), picking up (78.3 m) and following trolley into

78.8 7.7 **MONTOURSVILLE**; straight through the town.

79.4 0.6 Cross long iron bridge, and immediately turn left on macadam, which continue to the edge of Williamsport. Striking brick pavement on E. 3rd St., follow same under RR. (82.5 m) to

83.4 4.0 **WILLIAMSPORT**, 3rd & Pine Sts., Court House (on right).

Updegraff Hotel, 4th & Pine Sts.

Rothfuss Garage, 245 W. 3rd St.

Route 39C—Williamsport to Elmira, N. Y.—75 m.

Route map, 1B

Reverse route, No. 39B.

THIS ROUTE IS GIVEN HERE AS A CONVENIENCE TO USERS OF THIS BOOK MAKING THE "EMPIRE TOUR."

Via Coogan Valley station, Roaring Branch, CANTON, TROY, Columbia Cross-roads and Gillett, Pa., and Southport, N. Y. Variable roads—a few stretches of macadam; frequent grades and occasionally a narrow stretch along the foothills, where careful driving is required. Many dangerous RR. crossings.

MILEAGES
Total Intermediate

(For this and optional exits, see Williamsport city map, opposite.)

- 0.0 0.0 **WILLIAMSPORT**, W. 4th & Pine Sts. Start west on West 4th St., following trolleys past park (on right—0.8 m), and over RR. (1.6 m).
- 1.8 1.8 Car-tracks divide (coal yard on left); turn right into Cemetery St.
- 1.9 0.1 Turn left with trolleys into Erie Ave., which follow across iron bridge (2.7 m) and RR., taking care not to run through next 4-corners.
- 2.8 0.9 Turn right from Erie Ave. into Race St., crossing 2 RRs. (2.9 m); again cross RR. (4.5 m), curving right across iron bridge (4.6 m), following macadam along Lycoming Creek.
- 5.9 3.1 Turn left with macadam across iron bridge and RR. (6.0 m).
- 7.3 1.4 Cross long iron bridge, turning left at end of same; cross RRs. (7.6 m & 8.3 m) and concrete bridge on curve (8.5 m). Pass left-hand road leading over RR. (8.9 m), straight ahead past Coogan Valley station (on left—9.0 m).
- 10.7 3.4 Avoid right-hand road leading uphill by bearing left on main road. Cross long iron bridge (11.4 m).

Route 39 C

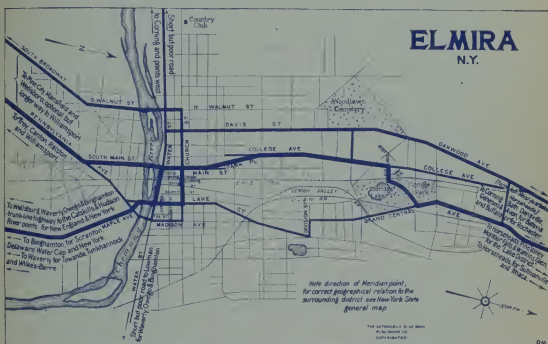
New York City Section

- 11.5 0.8 Cross RR. at Powy's station, and at end of road immediately beyond turn right. Cross RRs. (12.4 m, 13.8 m and 14.8 m); cross iron bridge (14.9 m), and bear right at Trout Run station (on left—15.0 m).
- 15.1 3.6 Cross long iron bridge and turn left along the river.
- 17.7 2.6 Turn left across iron bridge and immediately right.
- 18.1 0.4 Cross RR. and curve sharp right over small old wood bridge—road rough. Pass right-hand road (21.2 m), which crosses iron bridges to Bodine village, curving through deep gully, then along narrow winding road, passing under logging RR. (24.4 m).
- 25.9 7.8 **RALSTON**; straight through, passing under coal mine RR. (26.2 m). Cross iron bridge (26.9 m) and RRs. (27.3 m & 27.9 m); cross iron bridges (28.3 m & 29.4 m), and RR. switch (29.5 m)—**caution** for dangerous RR. (29.7 m).
- 30.1 4.2 Turn left over RR. and iron bridge, turning next right (30.2 m) at Roaring Branch (country store on right). Cross iron bridge (30.3 m).
- 30.4 0.3 Turn right (country store on the corner); road is now direct, but careful driving is necessary where the road becomes a narrow ledge (31.7 m) between foothills (on left) and the stream (on right, below). Pass Grover station (on right—37.0 m) and cross RR. (38.5 m) into Towanda St.
- 40.2 9.8 **CANTON**, iron watering trough at central 4-corners; turn left on Troy St. (macadam), crossing RR. (40.5 m). Avoid all right and left-hand roads, same thorofare becoming Canton St., Troy.
- 50.7 10.5 **TROY**, iron watering trough at central 4-corners; turn right on Main St. At Court House in fork (50.8 m) take the left-hand road—Elmira St., crossing iron bridge (51.2 m).
- 51.5 0.8 Cross iron bridge, and (without going under the RR.), turn left, crossing RR. (51.6 m).
- 53.2 1.7 Farmhouse in fork; take the left-hand road, sign "Columbia Cross-roads."
- 55.0 1.8 **COLUMBIA CROSS-ROADS**; straight ahead through small village, crossing RR. (56.4 m).
- 56.5 1.5 Cross small bridge and immediately turn right; cross iron bridge (57.3 m) and smaller bridge (59.0 m).
- 59.6 3.1 Fork just after passing through small village; bear right, over RR. (59.7 m). Cross RR. (61.5 m), following main-traveled but frequently narrow road along foothills, crossing iron bridge (62.5 m).
- 63.6 4.0 **GILLET**; straight through small village, crossing iron bridge and RR. at Fassett station (67.0 m).
- 71.7 8.1 At foot of grade turn left (**caution**) under RR. and immediately turn right. Cross RR. (72.0 m) and iron bridges (72.2 m & 72.7 m).

New York City Section

Route 40

- 72.8 1.1 **SOUTHPORT**, roadhouse on left at 4-corners (macadam 4 ways); turn right, following the heavy wires into Pennsylvania Ave., Elmira, picking up trolleys (74.0 m).
 74.3 1.5 Turn diagonally left with car-tracks into S. Main St., crossing long iron bridge over Chemung River (74.9 m) into



Map showing routes through Elmira, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

75.0 0.7 **ELMIRA**, Main & Water Sts.

Hotel Rathbun, Water & Baldwin Sts.

The Langwell, Market & State Sts.

Southern Tier Motor Co., 117 Main St.

La France Motor Car Co., Carroll & Fox Sts.

For diverging routes, see Index map Elmira Section, page 577.

For through connections, see Trunk-line Index map, page 1B.

Route 40—New York City to Dingman's Ferry, Penna.—69.6 m.

Route map, page 56

Reverse route, page 140

Via the W. 130th St. Ferry, **HACKENSACK**, Arcola, **PATERSON**, Pompton, **NEWFOUNDLAND**, Stockholm, Franklin Furnace, Lafayette and **BRANCHVILLE** to the mileage 66.7, where straight ahead goes to Dingmans, or right turn is made to Milford.

For principal connections on the W. 130th St. ferry, see map, "Main Automobile Routes on Manhattan Island," page 58. From the central hotel and garage district the most satisfactory way is up Broadway to 110th St., turning left on 110th St. to Riverside Drive, and right on the Drive, past Grant's Tomb (on left).

Don't cross viaduct, but bear right—downgrade along embankment, winding left and then right under Riverside Drive viaduct to Manhattan St. Swing diagonally left with car-lines, crossing R.R. (4 tracks—grade; flagman and gates) to the ferry; charge 20—30—40c, according to size of car and number of passengers; boats every 20 to 30 minutes.

MILEAGES
 Total Intermediate (Leaving ferryboat set odometer at "0" for correct readings beyond.)

0.0 0.0 **WEST 130TH ST. FERRY**, Edgewater, N. J.

Turn first right, crossing trolley line in front of ferry-house into the River Road.

Route 40

New York City Section

- 1.8 1.8 Near top of long winding grade, turn left with the most travel—up sharp rise—straight through Ft. Lee village (2.1 m); cross trolleys (2.2 m) and descend long hill (crossed diagonally by car-track, 3.2 m). Continue direct over trolleys (3.3 m), Erie RR. at Leonia station (3.7 m), iron bridge (4.0 m), West Shore RR. (**caution**) at Bogota station (5.7 m) and N. Y. S. & W. RR. (6.0 m). Cross iron bridge (Haekensaek River—6.4 m) into Court St., Haekensaek, **turning first right into Bridge St.**
- 6.6 4.8 End of Bridge St.; turn right on Main St. (brick pavement).
- 6.8 0.2 **HACKENSACK**; cross Erie RR. tracks at center of city, straight ahead on Main St. $\frac{1}{2}$ mile only.
- 7.3 0.5 Leave trolley by turning left on Passaic St.—sign, “**Pater-son**,” “**Ridgewood**,” “**Tuxedo**.” Cross RR. (7.6 m), and (ignoring the trolley) follow Passaic St. all the way out of town, crossing trolley at **Arcola station** (10.4 m).
- 10.9 3.6 At water-wheel (on left), leave the direct road—which goes to Suffern, Tuxedo and Newburgh—by turning left across the Saddle River, and next right (11.0 m).
- 11.2 0.3 3-corners; turn left with the most travel, picking up (12.0 m) and following trolleys under RR. (12.3 m). Pass Country Club (on left), bearing immediately right across bridge over the Passaic River (13.1 m) into Broadway, straight ahead across RRs. (14.5 m & 15.1 m) to
- 15.4 4.2 **PATERSON**, Main St. & Broadway.
Colt Restaurant, Colt Bldg., opposite City Hall.
Rambler Auto Co., Church & Market Sts.
 Turn diagonally right—not square right—following trolleys across bridge over the Passaic River (15.6 m).
- 15.7 0.3 Fork; bear left with ear-line into Hamburg Ave., keeping straight ahead when trolleys leave to left (16.0 m), crossing iron bridge (16.4 m).
- 16.7 1.0 At fork of 5-roads, turn diagonally right with the most travel, ascending long grade (fine view of Paterson and surrounding towns looking back).
- 17.7 1.0 Bear right, driving carefully through stone cut, and straight ahead through 4-corners (road-house on right—18.2 m). Follow main road past several roads on right and left, beginning (21.8 m) long easy descent (Paek-naek Mountain).
- 23.0 5.3 [At this mileage road from Montclair via Singac and Wayne comes in from the left by reverse fork.] Continue on main road past right-hand road (23.6 m, which leads to Suffern); immediately cross iron bridge (Ramapo River), passing left-hand road just beyond.
- 24.2 1.2 Fork (entering Pompton); keep to left with the most travel.

New York City Section

Route 40

- 24.4 0.2 **POMPTON** (scattered village); bear left, crossing iron bridge (Wanaque River—24.5 m).
- 24.6 0.2 [At this mileage, right-hand road—church on the corner—leads up the Wanaque Valley to Greenwood Lake.]
The road from Pompton to within a short distance of Newfoundland is practically all the way along the Pequanae River—well defined but narrow, with several RR. crossings and frequent bridges.
Continue straight ahead over iron bridge (Pompton River—24.8 m) and RR. (24.9 m), coming along the Pequanae River, again crossing RR. (25.6 m).
- 26.2 1.6 Avoid left-hand road by keeping to right over iron bridge, direct to
- 26.8 0.6 **BLOOMINGDALE**; direct through small village, bearing left with the river (26.9 m), leaving town. Cross iron bridge (28.0 m) and RR. (28.5 m), another bridge (28.9 m) and RR. (29.0 m), following main road along the river. Pass under RR. (32.4 m) and cross wood bridge over RR. (33.0 m)—**caution** for dangerous RR. (33.1 m), then direct into
- 34.4 7.6 **NEWFOUNDLAND** (very small village).
Right-hand road leads to Greenwood Lake; left-hand road (1/10-mile beyond), leads to Green Lake.
Continue nearly straight ahead on main road.
- 35.3 0.9 [At this mileage pass left-hand road, which leads down the Longwood Valley to Dover.]
- 36.9 1.6 Turn left across bridge over RR. and immediately right, crossing iron bridge (37.6 m—curves beyond). Straight ahead under RR. (38.8 m), passing **Stockholm station** (on left—39.5 m).
Just beyond this station a new left-hand macadam road is contemplated (if not actually under way for 1910), to pass to the left of Stockholm village and cut out about 5 miles of bad road (1909), with several atrocious railroad crossings. Until this is complete, it will be necessary to follow the old road given in the following paragraphs; when possible to follow the new road, do so, adjusting mileage at Franklin Furnace or some other convenient point.
Using the old road, continue into the main street (going a trifle past the center of the village).
- 40.0 3.1 **STOCKHOLM**; at hotel on corner, turn left on a very bad stretch (1909)—dangerous RR. crossing (40.1 m). Cross RRs. (41.3 m, 42.3 m, 43.5 m & 43.7 m), passing left-hand road (which leads to Beaver Lake). **Special caution** for 2 dangerous RR. crossings (44.0 m), shortly beginning descent of very long grade.
- 45.1 5.1 End of road; turn right.
- 45.6 0.5 Turn left with the most travel, following winding road past pond (on left—45.8 m) and across RR. (46.1 m).
- 46.2 0.6 Turn right, following main road past furnace, upgrade into the scattered village of **Franklin Furnace** (46.6 m).
- 46.7 0.5 Pass under RR. and bear right, turning immediately left.
- 46.9 0.2 Go under RR. and again bear left on the main road west.

Route 40

New York City Section

- 48.2 1.3 3-corners at stone church; take the left-hand road—dangerous RR. crossing (49.2 m).
- 50.1 1.9 **Monroe**; direct through small village, then straight ahead on main road, crossing bridge over RR. (51.9 m).
- 53.2 3.1 4-corners; turn right, keeping right on main road at fork (53.4 m).
- 54.0 0.8 **Lafayette**; direct through small village.
- 54.5 0.5 Keep left on main road; cross iron bridge (54.9 m), straight ahead over RR. (57.0 m).
- 57.1 2.6 **Augusta**; direct through small village.
- 58.2 1.1 Fork with signboard; keep to right, bearing left (58.5 m), straight ahead across RR. at **Branchville station** (58.7 m) into
- 58.9 0.7 **BRANCHVILLE**; direct through center of town.
Route from Morristown, Dover, Lake Hopateong, Newton, etc., comes in from the left by reverse fork, leaving the town.
- 59.1 0.2 Fork, leaving town; take the left-hand road with the wires—upgrade, passing right-hand road (59.7 m), straight ahead through prominent 4-corners (60.5 m). Continue through **Culvers Gap**, following well-defined road across 2 or 3 small bridges to
- 64.6 5.5 **Tuttles Corner**; turn left and cross iron bridge (65.2 m), passing left-hand road (65.4 m).
- 66.7 2.1 (Dividing point for the **Dingmans Ferry** and **Milford** roads—for **Milford** see separate head at end of this route.
Pass right-hand road—which leads to **Milford**.
Keep nearly straight ahead across iron bridge (66.9 m).)
- 67.0 0.3 At **Layton P. O., N. J.**, turn right.
- 67.6 0.6 4-corners; turn left, upgrade on narrow road. Descend grade (68.1 m), followed by downgrade—caution (68.6 m) for long steep descent to the Delaware River—road narrow.
- 68.8 1.2 Turn right and immediately left; straight ahead across long iron bridge over the Delaware River (pay 40c toll on the Penna. side).
- 69.4 0.6 Fork; keep to right on main road.
- 69.6 0.2 **DINGMANS FERRY, Penna.**, P. O. and country store on right-hand corner.

At this point intersect the Delaware Valley road; for **Milford** and **Port Jarvis** turn right. For **Bushkill** and **Delaware Gap**, or for **Stroudsburg**, turn left; in either case see "Index of Places" for running directions beyond **Dingmans Ferry**.

CONNECTION FROM THE MILEAGE 66.7 M, ON THE NEW YORK-DINGMANS FERRY ROUTE TO MILFORD, PA.

MILEAGES
Total Intermediate (Distances reckoned on basis 66.7 miles from New York by the preceding route.)

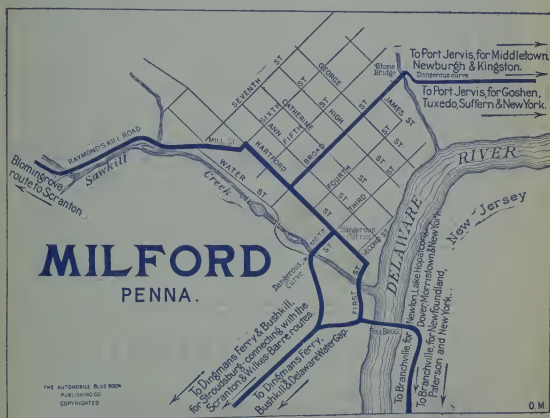
- 66.7 66.7 Leave road straight ahead (which goes to **Dingmans Ferry**), by turning right—sign, "**Milford**." Follow main road across bridge (68.6 m), direct through small village of **Hainesville** (69.9 m). Pass right-hand road (72.3 m,

New York City Section

Route 40

leading to Port Jervis), by keeping straight ahead—downgrade.

- 73.2 6.5 Turn left—sign, "Milford"—caution for dangerous downgrade to the Delaware River.
- 73.6 0.4 Turn left; pay 40c toll and cross iron bridge over the Delaware River.
- 73.7 0.1 (At this mileage left-hand road is a connection down the Delaware Valley to points below Milford, without going all the way into the town.)



For Milford, and points north through Milford, keep to right on 1st St., bearing right across iron bridge (Sawkill Creek—73.8 m). Ascend grade, straight ahead on Hartford St. to center of

- 74.7 1.0 **MILFORD**, Hartford & Broad Sts., business center.

Milford Inn, Ann St., near Broad St.

Bluff House, near the Delaware River (in sight from the upper or lower road).

Hotel Fauchere, Broad & Catherine Sts.

The Marguerite, Water St., near foot of Broad St.

Milford Automobile Co., Broad St., nearly opposite the Fauchere.

Angle's Garage, Catherine St., near Broad St.

At this point intersect the Delaware Valley road; for Dingmans Ferry, Bushkill and Delaware Water Gap, or for Stroudsburg, turn left. For Port Jervis turn right; in either case see Volume 3 for running directions beyond Milford.

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES
FOR LAYING OUT AN EXTENDED TOUR USE **GRAPHIC TRUNK-LINE CHART**

MORGAN HOUSE

Next to Van's Garage

THE HOTEL THAT IS LIKE HOME
Maine and Catharine Streets
POUGHKEEPSIE, N. Y.
C. H. F. KOHL, Proprietor



American Plan, \$2.50 to \$4.00 per day. European Plan, \$1.50 to \$2.50 per day. The finest Grill Room on the Hudson River, and the only one in the city for ladies and gentlemen. A la Carte from 7 a.m. until 12 p.m. Shore Dinner a specialty in Summer Garden and Grill Room during the summer season.

JOHN VAN BENSCHOTEN

14-20 Catharine St., POUGHKEEPSIE, N. Y.



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VAN'S GARAGE

POUGHKEEPSIE, N. Y. Fully Equipped Machine Shop. Storage Repairs and Supplies.
Agent for Peerless, Thomas, Stevens-Duryea, Chalmers-Detroit and Hudson
Oldest and Finest Garage on the Hudson
Open Day and Night Bell Phone 1220--Dutchess Co. 547-3

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NEW FIREPROOF BUILDING
CLOSE TO NELSON HOUSE

Buick, E-M-F "30", Flanders "20", Matheson "50" agency
Complete Repair Shop POUGHKEEPSIE, N. Y.

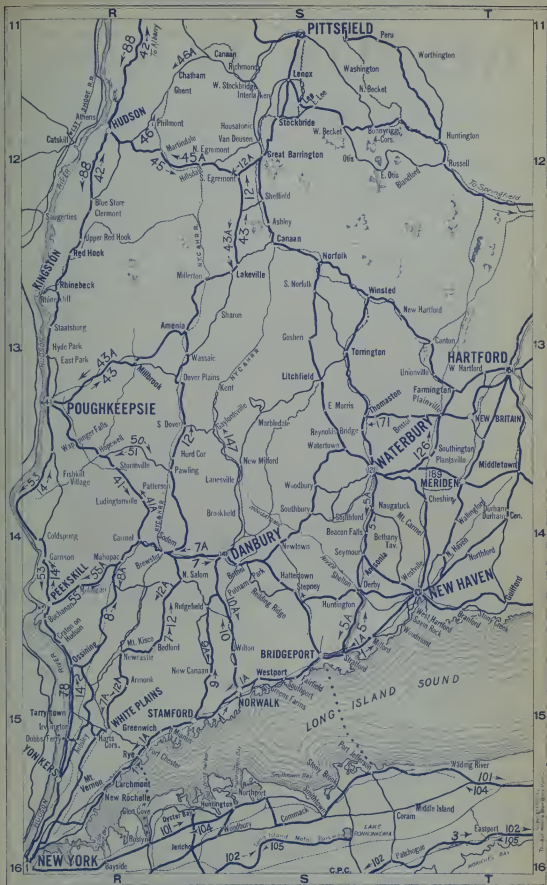
HAVOLINE OIL

FOR AUTOMOBILE LUBRICATION

SEE

BACK COVER





POUGHKEEPSIE GRAPHIC INDEX MAP

The numbers on the various routes refer to corresponding route numbers in this volume of the Blue Book, shown at the beginning of each route, and at the top of each page, in bold-face type. These numbers are not to be confused with the page numbers appearing at the bottom of the page in very small type.

NELSON HOUSE

POUGHKEEPSIE, N. Y.

HORATIO N. BAIN, PROPRIETOR



Shortest and quickest route—New York to the Berkshires.
Just half way between New York and Albany (direct), New
York and Pittsfield, via Amenia-Sharon, Great Barrington
and Lenox.

74 miles to New York.

74 miles to Albany.

74 miles to Berkshire Hills—or The Berkshires

Inquire at Hotel Office for Good Garage Accommodations

Leading Hotels of the Hudson Valley

HEADQUARTERS FOR AUTOMOBILE TOURISTS

ALSO

THE PALATINE

UNDER THE SAME MANAGEMENT

NEWBURGH, N. Y.

(See page 330)

POUGHKEEPSIE, N. Y., SECTION

Routes 41 to 60.

Poughkeepsie, settled by the Dutch in 1698, contains some handsome buildings and Eastman Park; the name is Indian, Apo-keep-sinck (safe harbor). It is the seat of Vassar College, the most famous of American colleges for women. The grounds include about 400 acres, with numerous buildings. The famous Cantilever R.R. bridge under whose approach we pass in leaving the city north is $1\frac{1}{4}$ miles long and was built in 1886.

Route 41—Poughkeepsie, N. Y., to Danbury, Conn.—48.3 m.

Route map, page 176

Reverse route, No. 41A

Via Fishkill Plains and Carmel. An important thorofare from the Hudson River to Western Connecticut. Roads fair to good, with one long climb over mountain, after leaving Stormville.

MILEAGES

Total Intermediate

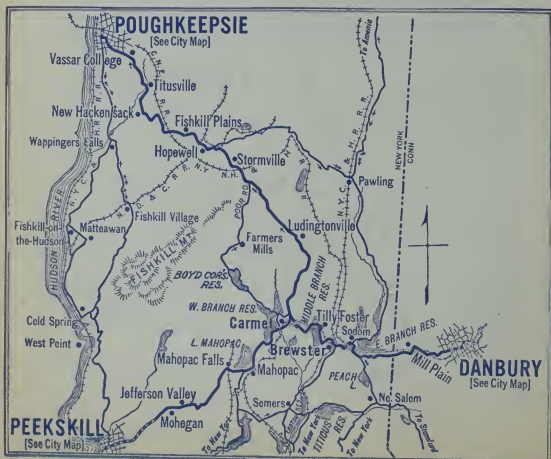
- | | | |
|-----|-----|--|
| 0.0 | 0.0 | POUGHKEEPSIE , Main & Market Sts. East on Main St., with trolley. |
| 0.4 | 0.4 | Turn right into Hamilton St., leaving trolley. |
| 0.7 | 0.3 | 5-corners; turn diagonally left into Hooker Ave., and follow trolley, keeping straight ahead where tracks turn left at driving park (1.9 m). |
| 5.1 | 4.4 | Corner with special sign; turn square left downgrade, with right turn across red iron bridge over Wappingers Creek at Red Oak Mills (5.2 m). Continue on main road along Wappingers Creek. |
| 7.4 | 2.3 | NEW HACKENSACK , flagpole and signposts at 4-corners; turn left—sign, "Fishkill Plains." |



Route 41

Poughkeepsie, N. Y., Section

- 8.7 1.3 Right-hand road; turn square right across small bridge (8.8 m). Cross iron bridge (10.1 m) and RR. tracks at station (on right—10.2 m) into
- 11.0 2.3 **FISHKILL PLAINS.** Straight through village, keeping right at schoolhouse (11.6 m).
- 12.0 1.0 **OAK,** Quaker meeting house; turn square right, shortly curving left across wood bridge (12.6 m) and cross RR. (13.0 m), through 4-corners immediately beyond.
- 13.7 1.7 **HOPEWELL CHURCH,** 3-corners, church over to right; turn square left on Hopewell Turnpike.
- 14.2 0.5 Fork; take right.
- 14.7 0.5 3-corners just beyond large brick house on left; turn right on direct road.
- 16.7 2.0 End of road; turn left to
- 17.3 0.6 **STORMVILLE,** RR. station on left; straight on across RR.; mountain in view ahead. Ascend short steep grades (18.7 m), continuing ascent with water-bars—a full mile to Summit (19.7 m).
- 20.0 2.7 End of road; turn square right.
- 20.2 0.2 Fork; bear right—left is shorter but poorer road into Carmel.
- 20.8 0.6 End of road; turn left past 2 right-hand roads (21.8 m & 22.7 m).
- 23.2 2.4 End of road; turn right (hamlet of Farmers Mills 0.2 m over to left). Follow poles to



- 24.9 1.7 **MEAD CORNERS.** Turn square left immediately across bridge on direct road to
- 26.0 1.1 Fork at north end of Boyd corners reservoir. Bear right—left is equally good, the two roads joining at farther end of reservoir, through
- 29.2 3.2 **COLES MILLS**, small hamlet. Follow main road along West Branch reservoir, across long dam over same. At fork just beyond dam take left—right leads to Lake Mahopac.
- 33.8 4.6 **CARMEL.**
Smalley Inn. **McNulty Garage.**
 Turn left (straight ahead past station leads to Lake Mahopac and New York, Route 155). Go under RR. bridge (34.1 m).
- 34.2 0.4 Fork; at foot of grade take left—sign, "Brewster."
- 35.2 1.0 4-corners; turn square left over RR. bridge.
- 35.8 0.6 End of road; turn square right across bridge at head of reservoir, following main road past abandoned Tilly Foster Mines. Cross RR.—**dangerous** (36.1 m), keeping right for short distance along the Middle Branch reservoir. Go over RR. bridge (38.0 m).
- 38.3 0.2 **BREWSTER**, RR. station. **Brewster House.**
 Straight ahead through town.
- 39.0 0.7 Watering trough just beyond small bridge; turn sharp left past condensed milk factory (on left) and under RR. (39.2 m). Turn right along tracks.
- 39.5 0.5 3-corners; bear right (left leads to Pittsfield, Route 12). Pass stock farms. Curve right over RR. bridge.
- 39.8 0.3 Fork; turn left on main road along RR. and reservoir (on left). Avoid right-hand road at large hotel sign (40.6 m)—leading to White Plains, Route 344.
- 41.1 1.3 Fork; bear left across small bridge (43.0 m) and follow RR., crossing tracks at small station (on left—44.3 m).
- 44.4 3.3 3-corners; turn right through small hamlet of Mill Plain, crossing RR. (45.4 m).
- 45.7 1.3 3-corners at cemeteries; turn left across RR., descending long grade. At foot of hill bear right under RR. (47.7 m) and cross small bridge.
- 47.8 2.1 Fork; keep right on West St., curving left past triangular park (on right—48.0 m). Join trolley just beyond.
Hotel Green, $\frac{1}{4}$ mile to left on Main St.
- 48.3 0.5 **DANBURY**, monument in road, Main & West Sts.
 For Danbury City map, see Page 80.
 For diverging routes, see Index map, Danbury Section, Vol. 2.

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
 FOR Laying Out an EXTENDED TOUR USE **Graphic Trunk-Line Chart**

Route 41 A

Poughkeepsie, N. Y., Section

Route 41A—Danbury, Conn., to Poughkeepsie, N. Y.— 48.3 m.

Route map, page 176

Reverse route, No. 41

Via Brewster and Carmel. Fair dirt road, some macadam to Carmel; then fair to poor to Poughkeepsie. For descriptive outline see Route 41.

MILEAGES (For this and optional exits, see Danbury city map, page 80.)

Total Intermediate

0.0 0.0 **DANBURY**, Main & West Sts.

West on West St. with trolley.

- | | | |
|------|-----|--|
| 0.3 | 0.3 | Small triangular park; bear right—leaving trolley. Cross small bridge and go under RR. arch (0.6 m). Immediately curve left upgrade on Lake Ave.; cross RR. |
| 2.6 | 2.3 | Fork at cemetery; bear right across RR. (2.9 m) through small hamlet of |
| 3.9 | 1.3 | MILL PLAIN, CONN. , 3-corners; turn square left across small bridge and RR.; small station on right. |
| 4.1 | 0.2 | Fork; bear right along RR. and reservoir, avoiding left-hand road at large sign (7.7 m— Route 12A to New York). Bear right over RR. bridge (8.5 m). |
| 8.8 | 4.7 | 3-corners; bear left—(right is Route 12 to Pittsfield). Go under RR. (9.1 m), straight on past condensed milk factory (on right). |
| 9.3 | 0.5 | Watering trough at end of factory; turn square right across iron bridge into Main St. |
| 10.0 | 0.7 | BREWSTER, N. Y. , RR. station on left. Brewster House . Turn right, taking next left over RR. bridge. |
| 10.3 | 0.3 | Fork; keep left uphill, winding along RR. (below on right). Caution for dangerous grade crossing (12.2 m). thence around the head of Middle Branch reservoir. Pass abandoned Tilly Foster Mines, and cross bridge (12.5 m), turning left in front of chapel. Go over RR. bridge |
| 13.1 | 2.8 | 4-corners; turn right; straight ahead to Croton Falls. |
| 14.1 | 1.0 | End of road; turn right under RR. bridge. |
| 14.5 | 0.4 | CARMEL , end of road on shore of Lake Glenida. Smalley's Inn and McNulty's Garage ahead to right. Turn right and next left around lake. At fork of 3-roads, turn right across dam, keeping left at end of dam through |
| 19.1 | 4.6 | COLES MILLS . At fork just beyond, either right or left road may be taken around Boyd's Corners reservoir, joining at upper end of same. Straight on to |
| 22.4 | 2.7 | MEADS (4) CORNERS . Turn square right. |
| 25.1 | 2.7 | Left-hand road; turn square left, leaving Farmers Mills over to right. Avoid left-hand roads (25.6 m & 26.5 m). |
| 27.4 | 2.3 | Fork; bear left—right is over bad stretch. Turn next right, coming into the direct road again (28.1 m). |
| 28.3 | 0.9 | Left-hand road; turn square left to summit of Stormville Mountain (28.6 m), descending sharp grade, with many waterbars for 1 mile. |
| 31.0 | 2.7 | STORMVILLE . Cross RR. at station on right. |
| 31.6 | 0.6 | Right-hand road; turn square right. |
| 33.6 | 2.0 | 3-corners; turn left. |

Poughkeepsie, N. Y., Section

Route 41 A

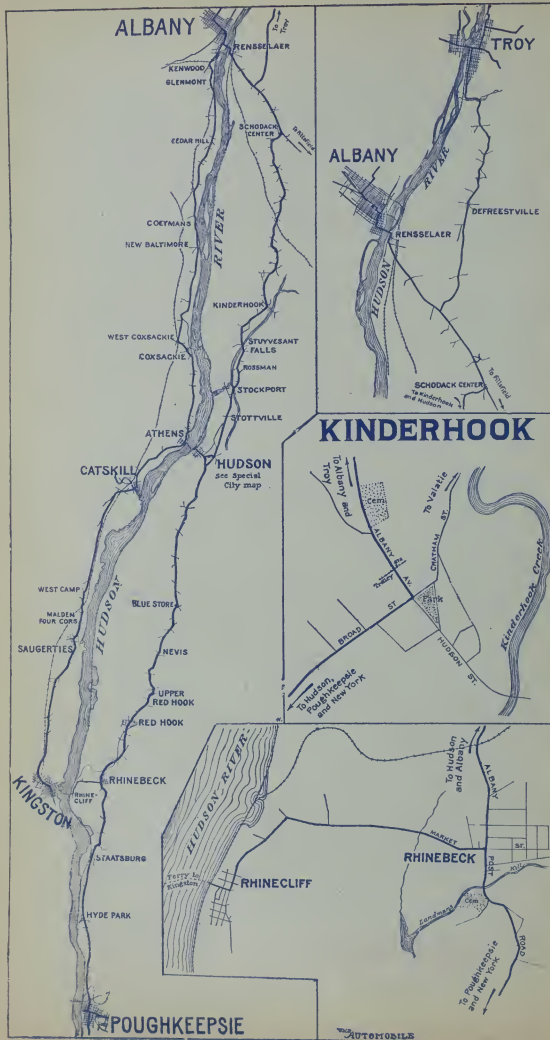
- 34.1 0.5 End of road; turn square left to
- 34.6 0.5 **HOPEWELL CHURCH**, 3-corners, blacksmith shop on left; turn square right past church (over to left) through 4-corners and across RR. (35.3 m).
- 36.3 1.7 End of road at old Quaker Meeting House; turn square left through
- 37.3 1.0 **FISHKILL PLAINS**. Straight ahead across RR. at station (on left—38.1 m), crossing iron bridge (38.2 m).
- 38.4 1.1 Fork; keep right on main road across bridge (39.5 m).
- 39.6 1.2 End of road; turn square left into
- 40.9 1.3 **NEW HACKENSACK**, flagpole at prominent fork; turn right along Wappinger Creek.
- 43.1 2.2 Cross red iron bridge at Red Oaks Hill, and immediately turn sharp left upgrade.
- 43.2 0.1 End of road; turn square right on good road.
- 45.6 2.4 Fork; keep right, picking up trolley at driving park (46.4 m) into Hooker Ave.
- 47.6 2.0 5-corners; turn left into Montgomery St.
- 47.9 0.3 Soldiers' Fountain; turn square right into Market St.
- 48.3 0.4 **POUGHKEEPSIE**, Main & Market Sts.
 Nelson House, Market St., near Main.
 Morgan House, Main & Catherine Sts.
 Smith Bros. Restaurant, 13 Market St.
 Van Benschoten's Garage, adjoining Morgan House.
 Ryder's Garage, Market St., near Nelson House.

For city map and points of interest, see Poughkeepsie Section, page 175.

For diverging routes, see Index map Poughkeepsie Section, page 173.

For through connections, see Trunk-line Index map, page 1B.





Poughkeepsie, N. Y., Section

Route 42

Route 42—Poughkeepsie to Albany, N. Y.—74.5 m.

Route map opposite

Reverse route, No. 88

Main Hudson River route. Macadam on first half—mostly fair to good dirt on last half.

Leaving via Market St., we pass under the bridge approach and pass many fine estates; just above Hyde Park is the residence of F. W. Vanderbilt, and opposite, the home of John Burroughs the author. Further along is the home of the late William B. Dinsmore, former president of the Adams Express Company, and the estate of John J. Astor. Five miles to the left of Upper Red Hook is North Bay, where Fulton built the "Clermont." At Greendale one may take the ferry to Catskill, which was the highest point reached by the "Half Moon." Passing through the eastern edge of Hudson, the trip is uninteresting into Albany.

(Note special speed signs on exits from Poughkeepsie.)

(For this and other exits see Poughkeepsie map, page 175.)

MILEAGES
Total Intermediate

0.0	0.0	POUGHKEEPSIE , Main & Market Sts. Court House on left. Run west on Main St. one block.
0.1	0.1	Turn right into Washington St. with branch trolley. Where tracks turn right (0.5 m) keep straight ahead under RR.; note (a) .
0.9	0.8	Fork; bear left on macadam through
6.1	5.2	HYDE PARK . Brick store at 4-corners; straight ahead through 4-corners at Staatsburg (10.2 m).
11.3	5.2	Fork; bear right.
11.7	0.4	3-corners at stone fence; curve left on macadam.
12.7	1.0	3-corners; turn left past stone church (on right—13.2 m).
15.9	3.2	3-corners; cemetery ahead. Turn right across small iron bridge into
16.2	0.3	RHINEBECK , 4-corners.

Rhinebeck Hotel and Garage on left.

Straight through (left leads to Rhinecliff-Kingston ferry). Pass entrance to John J. Astor's estate (on left—16.9 m). Cross RR. (17.3 m). **Caution** for sharp right curve (17.7 m), past old signpost, "100 miles to New York" (on left—18.2 m). Cross RR. (19.1 m).

RHINEBECK HOTEL RHINEBECK, N. Y.

The Oldest Hotel in America

Phone 27-X

Arthur Shuffle, Prop.

A most convenient stopping place for tourists—right at the entrance to Catskills.
Fine accommodations, good service.

100 miles to New York

Night and Day Service

56 miles to Albany

"HUB GARAGE"

Rhinebeck, N. Y.

TURTON & SNYDER, Props.

Up-to-date machine shop. First-class mechanics

GASOLINE, OILS, STORAGE, BATTERIES CHARGED

Situated on Hotel grounds.

Long Distance Phone 42, Party J, Bell Phone

HOMO

Gasoline Motor Efficiency Co.
JERSEY CITY, N. J.

Joseph Harrison, Sec. and Treas. Bergen and La Fayette Trust Co., Jersey City, says:

"Since installing HOMO the increased efficiency of my motor is marvelous. Steep grades which heretofore had to be taken at second speed are now taken with ease on the high, with complete smoothness and steadiness of running, and on a very decided decrease of gasoline consumption."

WRITE FOR LITERATURE

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HUDSON, N. Y.

Telephone 48

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HUDSON GARAGE --- FIREPROOF

One Block from all Hotels, Telegraph and Telephone Offices

**Completely Equipped Repair Shop and First Class
Mechanics. Storage Capacity for 50 Cars**

Agents for Stevens-Duryea, Chalmers-Detroit, Maxwell, Hudson Cars



Lisk & Petry, Diamond Street, near 4th Street **Hudson, N.Y.**

H. R. PHONE 16-J

COL. PHONE 76

HOFFMAN INN RED HOOK, N. Y.

On New York and Albany Post Road.

All the comforts of home with the independence of a hotel.

Running water in every room.

Excellent table.

GRILL IN CONNECTION

L. D. TELEPHONE

GARAGE

BLUE STORE HOTEL, Blue Store, COLUMBIA COUNTY, N.Y.

42 miles south of Albany, 10 miles south of Hudson, 42 miles north of Poughkeepsie. Meals on short notice. If time is limited telegraph or telephone, when meals will be served on arrival, thus avoiding delay. Do not imagine because we are in the country we cannot give you a good meal. If you do not wish a meal stop and get a lunch and one of our famous milk punches. All kinds of refreshments for you.

GASOLINE AND OILS FOR YOUR AUTOS

- 19.2 3.0 3-corners; curve left—sign, "Red Hook."
- 19.7 0.5 3-corners just beyond cemetery curve left, crossing RR.
- 22.1 2.4 **RED HOOK**, flagpole at 4-corners. Straight ahead past caution for right curve (24.6 m).
- Hoffman Inn and Garage** ahead on left.
- 24.8 2.7 3-corners; curve left with poles past church and cemetery (on right—25.3 m). Straight through small hamlet of Nevis (27.4 m) and Clermont (29.3 m).
- 29.7 4.9 Fork; bear left into
- 31.1 1.4 **BLUE STORE**, 4-corners, turn square left around **Blue Store Hotel** with branch telephone line; see note (b) for option to **Hudson**. Avoid left-hand road (37.6 m), leading to Greendale-Catskill ferry. Cross RR. (40.2 m) into Worth Ave.,
- 41.3 10.2 **HUDSON**, 3-corners; eastern edge of city.
- Worth House**, $\frac{1}{2}$ mile to left on Warren St.
- Lisk & Petry Garage**, 405 Diamond St.
- Hudson Garage Co.**, Columbia & Green Sts.
- See city map (p. 179) for ferry connection and optional exit. On through trips, bear right at 3-corners into Prospect St.; cross Columbia St. trolley to end of road just beyond.
- 41.6 0.3 Bear right with second trolley, turning immediately left. Cross RR. (42.2 m) and pass Fair Grounds (on left) just beyond. Straight on through Staatsville (44.7 m).
- 45.8 4.2 Fork with signs; bear right.
- 46.4 0.6 4-corners, church on right; turn right, curving left down-grade.
- 46.6 0.2 Fork; keep right across iron bridge over Kinderhook Creek (46.7 m). Cross trolley beyond; cross RR. and trolley at Stockport station (on left—46.9 m). Straight on through Rossmans (47.3 m); caution for dangerous trolley crossing. Pass bridge on left (47.9 m), bearing right uphill just beyond.
- 50.0 3.4 **STUYVESANT FALLS**. Descend grade, curving right across iron bridge (50.2 m) and cross trolley (50.4 m).
- 51.2 1.2 Fork; turn right across trolley, keeping left (51.8 m) to
- 53.8 2.6 **KINDERHOOK**.
- Turn square left across trolley at station (54.0 m), bearing right past cemetery (54.4 m).
- 55.3 1.5 Fork—sign, "Albany"; keep right.
- 56.3 1.0 3-corners; curve left. Caution for narrow underpass (59.8 m).

NEW YORK
2002 Broadway

BOSTON
685 Boylston St.

FACTORIES
New Haven, Conn.

Bragg
Stitched Tires

PATENTED

CAPABLE OF GREAT MILEAGE

Route 42

Poughkeepsie, N. Y., Section

- 65.1 8.8 3-corners, tree in center; bear right; caution for sharp
(Sharp right is Route 61 to Pittsfield.)
- 67.3 2.2 **SCHODACK CENTER.** End of road; bear left.
- 69.0 1.7 **EAST GREENBUSH** (for Troy, see note c). Cross trolley and go over RR. bridges (72.6 m & 72.8 m). Straight through 5-corners (73.1 m); trolley comes in from left.
- 73.3 4.3 End of road; turn right on Broadway.
- 73.5 0.2 **RENSSELAER.** Turn square left with trolley across long iron bridge over Hudson River—toll 10c & 15c.
- 73.8 0.3 End of bridge; jog left and immediately right with trolley; cross branch RR. into Ferry St.
- 74.1 0.3 Turn square right on Pearl St. (wood blocks).
- 74.5 0.4 **ALBANY,** intersection of State St. City map, page 213.

The Ten Eyck, State St., near Capitol.

Hampton Hotel, State St. & Broadway.

The Kenmore, North Pearl St., near State.

Albany Garage Co., 30 Howard St.

Taylor Automobile Co., 35 Orange St.

Ketchum's Garage, Washington St. & Northern Blvd.

For diverging routes, see Index map, page 211.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Variant, Poughkeepsie to Hyde Park. From Maine and Market Sts., Poughkeepsie, turn left on Main St. and next right on Washington St. Turn square right with trolley on Parker St. (0.5 m), crossing two RRs. Avoid left-hand road (1.1 m) and keep straight ahead over RR. bridge, where trolley turns right (1.2 m). At fork (1.6 m) turn left on macadam to end of road at East Park (6.7 m). Turn square left into Hyde Park (8.0 m), intersecting regular route.

Note (b)—Variant, Blue Store to Hudson. Keep straight through 4-corners at store (on right—31.1 m); pass Livingston P. O. (on right—34.4 m). At end of road (37.0 m) turn left with poles and next right (37.2 m). At white house—sign "Hudson"—curve right across iron bridge (38.2 m). Pass Humphreyville P. O. (on right) just beyond. At white schoolhouse in fork (38.5 m) turn left on winding road, becoming rough. Pick up trolley (42.8 m) and follow tracks into Columbia St. to intersection of Prospect St., Hudson (42.9 m). Turn sharp right with branch trolley, and immediately left, joining regular route.

Note (c)—For Troy. Straight ahead, looking out for right-hand road (68.3 m). Turn right across RR. (68.4 m) and small iron bridge (68.7 m). Ascend narrow winding grade (68.8 m), with waterbars, straight ahead through 4-corners (69.7 m and 70.5 m), shortly (70.8 m) descend grades—waterbars—running onto macadam at 4-corners, Defreestville (72.1 m). Direct through, keeping left on main road at fork by cemetery (73.0 m), pass branch roads on right and left, downgrade to and across bridge over creek (76.0 m). Meeting car tracks immediately beyond turn left, following same downhill on brick pavement to mill (on left—76.5 m); turn right with trolleys, but where tracks leave to right (76.7 and 76.9 m), keep straight ahead. Cross RR. (77.6 m, flagman and gates), direct on 1st St.—stone block and asphalt pavement—to River St., Troy (78.4 m). The Rensselaer on right.



Route 43—Poughkeepsie, N. Y., to Pittsfield, Mass.—78 m.

Route map, page 173

Reverse route, No. 43A

Main thorofare from the Hudson River to the Berkshire Hills. Good dirt and gravel roads, with extending stretches of State macadam. Optional route Great Barrington to Lenox, NOTE (a).

Descriptive Outline—Leaving Poughkeepsie (see Route 14), we follow macadam through Pleasant Valley, passing many fine estates. At Millbrook (15.8 m) is the Bennett School for Girls, a quaint Episcopal Church, and "Daheim," the Dietrich estate. We join the direct route from New York to Amenia, and continue through Lakeville, where the beautiful Lake Wanonseo may be circled. On the left, after entering Massachusetts (45.6 m) is Race Mountain, and Mt. Everett, or Washington (2,624 ft.). A path leads to the summit, and nearby points of interest are Bears Den, Sages Ravine, Twin Lakes and Ashley Falls.

Turning right through **South Egremont** (54.0 m), the road improves, and fine estates become more numerous as we enter the **Berkshire Hills** district. This district is a large part of the west end of Massachusetts, and is famous the world over for the undulating beauty of its hills. Watered by the Hoosic flowing north and the Housatonic flowing south, numerous small lakes and brooks add to its attractiveness, and many poets, as Longfellow and Whittier, have sung its praises.

The scenery is perhaps at its best during the autumn months, and nowhere can such varied-hued foliage be seen. It has long been recognized as the fashionable hill resort, as Newport is a shore resort. **Great Barrington, Stockbridge, Lenox, Lee and Pittsfield** vie with each other in excellent hotel accommodations, and a stay of weeks is recommended that the tourist may enjoy the many miles of drives. Opposite the Berkshire Inn at Great Barrington is Kellogg Terrace, erected by the late Mrs. Hopkins Searles, costing \$1,500,000. North on Main St. is the Congregational Church and Hopkins Memorial Manse, both the finest of their class. William Cullen Bryant was Town Clerk of Great Barrington, 1815 to 1825, and his house is now a part of the Berkshire Inn.

Among the points of interest nearby are Mansfield Pond, the Berkshire House—view—Mt. Peter and Mt. Bryant, 1,450 ft., East Mt., 1,740 ft, and Belchers Cave. Leaving Great Barrington we go over Monument Mountain, 1,710 ft.—foot path to the summit.

Stockbridge (65.4 m) is a charming New England village, with handsome churches. Among other points are the Sedgwick Mansion, the site of Jonathan Edwards' house; the bell tower of the Congregational Church, built by David Dudley Field. The Edwards Monument, Cyrus W. Field Park, Jackson Library, Old Indian burying ground. By consulting the Index Map of the Pittsfield Section, one will see many beautiful drives which may be taken around Stockbridge. The option of several routes is offered from **Stockbridge to Lenox**, the most picturesque being via Stockbridge Bowl or Lake Mahkennac, near which Nathaniel Hawthorne wrote the House of the Seven Gables. The suburbs of **Lenox** convey the impression of wealth and luxury, and the village itself contains many handsome buildings. Among former residents of **Lenox** were Henry Ward Beecher and Fanny Kemble, whose home, "The Perch," still stands. The many points of interest in **Pittsfield** (78.0 m) are described in Vol. 2.

(Note special speed signs on exits from Poughkeepsie.)

MILEAGES
Total Intermediate

0.0	0.0	POUGHKEEPSIE , City Hall, Main & Market Sts. East on Main St., with trolley. Brick paving ends (1.3 m); trolley leaves to right (1.5 m).
1.8	1.8	Blacksmith shop in fork; bear left on macadam over RR. bridge (2.4 m). Follow poles on fine macadam— caution for 2 grade crossings (6.7 m & 7.0 m) into
7.1	5.3	PLEASANT VALLEY , church and cemetery on left; straight ahead on macadam into
12.9	5.8	WASHINGTON HOLLOW , hotel on left at 3-corners; curve right with poles on direct road, past many fine estates.
15.1	2.2	4-corners; turn left past Millbrook Inn (on right—15.5 m). Avoid right-hand road to station (15.6 m).

MILLBROOK INN, MILLBROOK, N. Y. DUTCHESS CO.

M. E. SNIFFEN, Proprietor

Phone, 8—Millbrook

Open all the Year. Most Attractive and Homelike Inn
on the Direct Route to the Berkshires, see map, page 416

**GARAGE, GASOLINE AND LUBRICANTS
ALWAYS ON HAND**

N. Y. OFFICE, HOTEL HAWTHORNE, 70 WEST 49th STREET

- 15.7 0.6 Turn right across RR. into Main St.
- 15.8 0.1 **MILLBROOK.** Straight ahead, curving left at quaint Episcopal Church (on right—16.2 m).
- 16.7 0.9 End of road in front of large stone gate, entrance to Dietrich estate; turn right on gravel road, keeping left with fork just beyond. Go through 4-corners at Mabbettsville (18.1 m).
- 21.3 4.6 **LITHGOW.** Straight through on direct road with poles.
- 23.4 2.1 Branch road; turn left with poles across small iron bridge, shortly ascending very steep grade.
- 24.3 0.9 3-corners; top of grade curve right; **caution** for very steep, dangerous descent—scene of many accidents.
- 25.2 0.9 Fork; bear left with poles; cross RR. (25.8 m) into
- 26.1 0.9 **AMENIA,** stone watering trough at diagonal 4-corners; turn left on macadam for short distance. (Inland route 8 from New York comes in from right.)
- 26.8 0.7 Fork; bear right across small wooden bridge on good dirt
- 27.1 0.3 Branch road; curve left.
- 27.3 0.2 Irregular 4-corners; turn right—sign, "Millerton."
- 29.0 1.7 3-corners; curve left, at once coming on macadam.
- 31.2 2.2 Branch road; curve right with poles on macadam.
- 33.3 2.1 3-corners; turn right on macadam.
- 34.7 1.4 Fork; curve left (straight ahead is poor road downgrade).
- 34.9 0.2 Turn square right across small bridge and RR.

The MILLERTON HOTEL



MILLERTON,
N. Y.

*Millerton Hotel
Garage Connected*

Thoroughly up to date in every respect. Steam Heat, Gas and Electric Lights. A comfortable stopping place.

H. L. Clark, Proprietor

- 35.1 0.2 **MILLERTON**, end of road; turn right through village.
Millerton Inn.
- 37.2 2.1 Fork just beyond brown school-house; bear left across RR.
 (37.3 m—right leads to **Interlaken Inn**).
- 39.0 1.8 **LAKEVILLE, CONN.**, **Wononsco House** on left, P. O. on
 right. Descend short grade.
- 39.1 0.1 3-corners; bear left—right leads under RR. to **Stuarts
 Garage** (0.2 m).
- 40.7 1.6 **SALISBURY**, Soldiers' Monument in fork; bear left—
 sign, "Great Barrington." Pass **White Hart Inn** (on
 right—40.9 m). Good dirt road; cross Mass. State Line
 (monument on right—45.6 m). Continue with poles on
 direct road.
- 53.7 13.0 3-corners just beyond small iron bridge, curve right
 through
- 54.0 0.3 **SOUTH EGREMONT, MASS.**, P. O. on right.
- 54.2 0.2 Branch road just beyond white church; turn left.
- 54.4 0.2 Branch road; turn right.
- 55.6 1.2 Fork; bear right—sign, "Great Barrington."
- 56.5 0.9 Fork; bear left, immediately cross iron bridge.
- 57.1 0.6 Small park with Newsboys' Monument in fork; bear left.
 Cross RR. (57.4 m) into Maple St.
- 57.6 0.5 End of street; meeting trolley turn left into Main St.,
 past **Berkshire Inn** (on left) into
- 58.0 0.4 **GREAT BARRINGTON.**
Easland Garage, on right.
 Straight ahead with trolley on Main St. For variant to
Lenox, see note (a)—variant to **Pittsfield**, see note (b).
- 58.4 0.4 Turn right with trolley across iron bridge.
- 58.9 0.5 Branch road; turn left on macadam, curving right across
 trolley tracks (60.9 m).
- 61.1 2.2 Fork; bear right up short stiff grade, over Monument
 Mountain—easy descent; cross RR. at station (on right—
 65.0 m). Cross iron bridge over Housatonic River (65.2
 m) and cross trolley into
- 65.4 4.3 **STOCKBRIDGE**, monument at 4-corners; turn right.
Red Lion Inn, on right.
Heaton Hall.
Morrissey's Garage, Pine St.
- 65.7 0.3 2 branch roads on left; turn diagonally left on middle
 road—state macadam up long easy grade, past fine estates.
- 71.2 5.5 End of road; Episcopal Church on right; bear left into

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 { **\$2.00** per day and up with bath.

Guests are welcome to pay a visit to the Hotel Kitchen

25 New Rooms with Bath Added This Year

Garage Convenient**Luke J. Minahan, Prop.**

71.4 0.2 **LENOX**, monument at 4-corners.

Morse Garage, Church St. **Lenox Garage**, Sunset Ave.
Turn square right around **Curtis Hotel**; pass **Hotel Aspinwall** over to left (72.0 m). Join trolley at Country Club (on right—76.4 m) and follow tracks on South St.

78.0 6.6 **PITTSFIELD**, North, South, East & West Sts.

The **Wendell Hotel**, on left.

The **Maplewood**, 4 blocks ahead on North St.

Pittsfield Auto Garage, 328 North St.

Central Auto Station, adjoining The **Wendell**.

For city map see opposite page.

For diverging routes, see Index map Pittsfield Section, Vol. 2.

Note (a)—Great Barrington to Lenox. From P. O., **Great Barrington**, north on Main St., with trolley, bearing left at 3-corners (0.5 m), where trolley leaves to right (0.5 m). Go under RR. (0.6 m), curving right at fork immediately beyond. At 4-corners (2.5 m), turn square right, across RR. at **Van Duesen** station (on left—2.6 m). Immediately bear left at brown church in fork, again crossing RR. (3.2 m). Cross single tracks (3.6 m), and follow direct road past **Housatonic** station (on right—4.7 m). Join trolley from right (6.1 m), and follow tracks to **Glendale** (7.3 m). Keep straight ahead where tracks turn right. At end of road (9.9 m) turn square right, curving left just beyond past **Shadow Brook Inn** (over to left—12.2 m), direct to monument in road, **Lenox** (14.3 m).

Note (b)—Option Great Barrington to Pittsfield via West Stockbridge. From P. O., **Great Barrington** (58.0 m), north on Main St. with trolley. At iron watering trough in 3-corners (58.6 m) bear left, leaving trolley. Go under RR. (58.7 m) and immediately keep right at fork beyond. Keep straight through 4-corners (60.7 m), through small settlements of **Rockdale Mills** (63.8 m). At fork (65.0 m) bear right across small wooden bridge—leaving poles. Cross RR. (65.1 m), avoiding right-hand road just beyond into **West Stockbridge** (68.4 m). (Road from Stockbridge comes in from right.) At iron watering trough, end of road (68.6 m), turn square left across iron bridge, at once curving right across RR. (68.7 m). Avoid left-hand road (68.8 m), connection for Albany through Canaan. Again cross RR. (69.1 m); at irregular 4-corners (70.1 m) turn right with poles, and cross RR. (70.7 m). Pass **Richmond Furnace** station (on left—71.2 m) and at end of road (71.7 m) turn square left over RR. bridge (72.1 m). At end of road (77.3 m)—sign “Pittsfield 4 m”—turn square right; (left is Route 337 to Albany). Go over RR. bridge (77.9 m) and keep left at fork by brick house (78.4 m). Pick up trolley (78.7 m) and follow tracks. At fork just beyond pond (80.1 m), bear left with trolley; (right is equally good). Go under RR. (81.1 m) and cross iron bridge (81.4 m). At irregular 4-corners (81.6 m) bear right on **Housatonic** St. (trolley turns left). Turn left into South St. (81.7 m) to **Central Park**, **Pittsfield** (81.9 m).

Route 43A—Pittsfield to Poughkeepsie, N. Y.—78 m.

Route map, page 173

Reverse route, No. 43

Main thorofare from the Berkshire Hills to the Hudson River. Good dirt and gravel roads, with extending stretches of State macadam. One steep climb out of Amenia. Optional route, Lenox to Great Barrington; note (a). For descriptive outline see Route 43.

MILEAGES

Total Intermediate

0.0 0.0 **PITTSFIELD**, North, South, East & West Sts.

South with trolley on South St., over RR. bridge (1.1 m); trolley ends at Country Club (on left—1.7 m). Fine rolling macadam past **Aspinwall Hotel** (on left—6.0 m) into

6.6 6.6 **LENOX**, monument at 4-corners; turn square left.

Curtis Hotel, on left.

Morse Garage, Church St. **Lenox Garage**, Sunset Ave.

Route 43 A

Poughkeepsie, N. Y., Section

- 6.8 0.2 Episcopal church in fork; turn right on winding macadam, past fine estates.
- 12.3 5.5 End of road; turn right into
- 12.6 0.3 **STOCKBRIDGE.** Monument at 4-corners; turn square left; cross trolley, iron bridge and RR. (13.0 m). Through 4-corners, with watering trough (13.5 m).
Red Lion Inn, on left,
Heaton Hall.
Morrissey's Garage, Pine St.
- 15.2 2.6 Fork; bear right—sign "Great Barrington"—descending short winding grades of Monument Mountain—fine views. At foot of mountain (16.8 m), bear left across trolley and follow tracks.
- 19.1 3.9 End of road; turn right across bridge.
- 19.6 0.5 End of road; turn left into Main St.
- 20.0 0.4 **GREAT BARRINGTON.** Easland's Garage on left; Berkshire Inn ahead on right; straight ahead with trolley, on Main St.
- 20.4 0.4 Large sign on right; turn diagonally right into Maple St., cross RR. (20.6 m).
- 21.5 1.1 Fork beyond iron bridge, bear right.
- 21.9 0.4 Fork; bear left—sign "South Egremont."
- 23.5 1.6 End of road; turn left, keeping right at fork beyond—sign "Salisbury."
- 23.7 0.2 End of road; turn right past white church on right through
- 24.0 0.3 **SOUTH EGREMONT.** P. O. on left.
- 24.2 0.2 3-corners; curve left across small iron bridge, and follow poles on direct road, crossing Connecticut State line at monument (on left—32.3 m).
- 32.7 8.5 3-corners; curve right. Pass **White Hart Inn** (on left—37.0 m) to
- 37.2 4.5 **SALISBURY.** Monument on left. Straight through on good road.
- 38.8 1.6 Fork just before underpass; bear right up short grade. Left leads under RR. to **Stuart's Garage** (0.2 m) and **Interlaken Inn** (2 m).
- 39.0 0.2 **LAKEVILLE.** P. O. on left; **Wononsco House** on right; straight ahead on fine road.
- 40.1 1.1 Fork; bear right—sign "Millerton." Cross RR. (40.7 m).
- 41.5 1.4 Fork; bear left—sign "Millerton."
- 42.9 1.4 **MILLERTON.** Irregular 4-corners; church on right; turn left past **Millerton Hotel** (on right); cross RR. (43.0 m).
- 43.1 0.2 End of road; turn square right, curving right at school-house, upgrade on macadam.
- 44.7 1.6 3-corners; turn left with poles on macadam.
- 46.8 2.1 End of road; curve left on macadam.
- 49.0 2.2 3-corners at end of macadam; curve right.
- 50.7 1.7 End of road; turn left—sign "Amenia."

- 50.9 0.2 End of road; turn right, coming on macadam (51.2 m) into
- 51.9 1.0 **AMENIA.** Stone watering trough at diagonal 4-corners; Turn right—sign "Lithgow." Cross RR. (52.2 m) shortly ascending very steep winding grade. **Caution.**
- 53.7 1.8 Fork at top of hill; bear left downgrade.
- 54.6 0.9 End of road; turn right with poles on hilly road through
- 56.7 2.1 **LITHGOW.** Small hamlet. Straight ahead through Mabbettsville (59.9 m).
- 61.3 4.6 Large stone gate on right—entrance to Dietrich estate; turn square left, curving right at quaint Episcopal church (on left) into
- 62.2 0.9 **MILLBROOK.** Straight ahead across RR. station on left.
- 62.3 0.1 End of road; turn right past Millbrook Inn (on left—62.4 m).
- 62.9 0.6 4-corners; turn right on macadam past many fine estates on direct road to
- 66.1 3.2 **WASHINGTON HOLLOW.** Hotel on right at 3-corners; curve left on macadam with poles. Go through covered bridge (70.6 m) into
- 70.9 4.8 **Pleasant Valley.** Church and cemetery on left; straight ahead, caution for 2 grade crossings just beyond (71.0 m & 71.2 m). Fine State macadam.
- 74.8 3.9 Fork; bear right with poles—sign, "Poughkeepsie"; over RR. bridge (75.6 m), joining trolley (76.5 m), coming on brick paving (76.7 m), Main St. Pass **Morgan House** (on right—77.8 m); **Van's Garage**, adjoining Morgan House.
- 78.0 3.2 **POUGHKEEPSIE.** Intersection of Market St.; City Hall ahead on left.

Nelson House, Market, near Main.

Smith Bros. Restaurant, 13 Market St.

Ryder's Garage, just beyond Nelson House.

Left on Market St. is Route 78, to New York.

For city map and points of interest, see Poughkeepsie Section, page 175.

For diverging routes, see Index map, Poughkeepsie Section, page 173.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—**Lenox to Great Barrington**—Turn square right at monument, **Lenox** (6.6 m). At fork (8.2 m) bear left on macadam, avoiding left-hand road just beyond. Pass Shadow Brook Inn (over to right—8.7 m). At brick house in fork (10.9 m)—sign "Stockbridge"—bear right and turn next left (11.0 m) on macadam, direct through Glendale (13.6 m). Join trolley at P. O. and follow tracks for one mile. At fork (15.4 m) bear left on macadam, past Housatonic station (on left—16.2 m). Straight ahead, cross RR. (17.3 m), crossing double tracks (17.7 m). Curve right across tracks at Van Duesen station (on right—18.3 m). At 4-corners just beyond (18.4 m) turn square left across iron bridge—sign "Great Barrington." Go under RR. (20.3 m), joining trolley at iron watering trough (20.4 m) into Great Barrington (20.9 m).

Note (b)—**Optional route from Pittsfield to West Stockbridge**—From Central Park, Pittsfield, south 2 blocks on South St. Turn right into Housatonic St.; at

Route 45

4-corners (0.3 m) bear slightly left and follow trolley; cross iron bridge (0.5 m) and go under RR. (0.8 m). At fork just beyond bear right with trolley (left is equally good). Follow tracks; at fork (2.3 m) bear left with trolley; cross small iron bridge; trolley ends (3.2 m). Go over RR. (4.0 m); take left-hand road (4.6 m)—sign "Richmond, 5 m." At fork (7.2 m) bear left past cemetery (on right—7.9 m). Go over RR. bridge (9.7 m) and bear right at 3-corners immediately beyond. Turn square right (10.2 m) and follow RR. past Richmond Furnace station (on right—10.7 m). Cross RR. (11.2 m) and turn left at 4-corners (11.8 m). Cross RR. (12.7 m), again crossing RR. (13.2 m) and immediately curving left across iron bridge. At 3-corners just beyond (13.3 m) turn right through West Stockbridge. P. O. on right (13.4 m). At fork (13.5 m) bear right (left is connection for Stockbridge). At fork (15.7 m) bear left—sign "Great Barrington"; winding dirt road. Cross RR. (16.8 m); at fork (18.5 m), in small settlement of Rockdale Mills, bear left. Cross iron bridge; caution for sharp left curve under RR. (23.2 m). Join trolley at 3-corners just beyond. Curve right into Main St. and follow tracks to P. O. (on left), Great Barrington (23.9 m).

Poughkeepsie, N. Y., Section

Route 45—Hudson, N. Y., to Pittsfield, Mass.—48.5 m.

Route map below

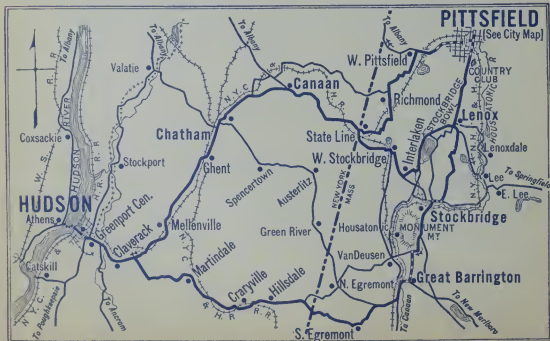
Reverse route, No. 45A

A very useful connection from Hudson River points to the Berkshires. First 6 and last 25 miles macadam; balance fair to good country roads. A fine view of Mt. Everett (23 m).

MILEAGES.

Total Intermediate

0.0	0.0	HUDSON, N. Y., ferry at foot of Ferry St. Southeast on Ferry St.
0.1	0.1	Turn left into Front St.
0.2	0.1	Turn sharp right into Warren St., past Worth House (on right—0.8 m).
1.2	1.0	Farther corner of Public Square (on left); turn square left.
1.3	0.1	Turn diagonally right with trolley into Columbia St.
1.7	0.4	Diagonal 4-corners; bear right with branch trolley on macadam past cemetery (on right—1.8 m).
4.5	2.8	CLAVERACK, small park on right; straight through on macadam.



Poughkeepsie, N. Y., Section

Route 45

- 5.4 0.9 Fork; bear right on macadam, leaving poles. Pass Hollowville P. O. (on left—7.5 m) at end of macadam. **Caution** for steep winding grade just beyond. Follow direct road with poles through
- 11.0 5.6 **MARTINDALE**, white church on right; straight ahead across RR. (13.0 m), hilly road through
- 14.7 3.7 **PERRYVILLE**, P. O. on left. Cross RR. (15.2 m & 16.3 m) into
- 17.8 3.1 **HILLSDALE**, small park on right; straight ahead on good dirt road, keeping straight through irregular 4-corners (19.6 m). Pass State Line (monument on left—20.7 m); **caution** for very narrow, dangerous road on hillside just beyond. Several hidden curves. Avoid left-hand road (21.9 m—optional route through North Egremont). Shortly ascend hill, with fine view of Mt. Everett (on right).
- 24.1 6.3 Fork; bear left. (Right is **Route 43A** to Poughkeepsie).
- 24.4 0.3 **SOUTH EGREMONT**, P. O. on right.
- 24.7 0.3 Branch road just beyond white church; turn left.
- 24.9 0.2 Branch road, turn right.
- 26.1 1.2 Fork; bear right—sign "Great Barrington."
- 27.0 0.9 Fork; bear left, immediately cross iron bridge.
- 27.6 0.6 Small park and News Boys' Monument in fork; bear left Cross RR. (27.9 m) into Maple St.
- 28.1 0.5 End of street; meeting trolley turn left into Main St., past **Berkshire Inn** (on left).
- 28.5 0.4 **GREAT BARRINGTON**.
Easland Garage, on right.
 Straight ahead with trolley on Main St.
- 28.9 0.4 3-corners; turn right with trolley across iron bridge.
- 29.4 0.5 Branch road; turn left on macadam, curving right across trolley tracks (31.4 m).
- 31.6 2.2 Fork; bear right up short stiff grade, over Monument Mountain—easy descent; cross RR. at station (on right—35.5 m). Cross iron bridge over Housatonic River (35.7 m) and cross trolley into
- 35.9 4.3 **STOCKBRIDGE**, monument at 4-corners; turn right.
Red Lion Inn, on right.
Heaton Hall.
Morrissey's Garage, Pine St.
- 36.2 0.3 2 branch roads on left; turn diagonally left on middle road; state macadam up long easy grade; past fine estates.

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Route 45 A**Poughkeepsie, N. Y., Section**

41.7 5.5 End of road; Episcopal church on right; bear left into

41.9 0.2 **LENOX**, monument at 4-corners.**Lenox Garage.****Morse Garage**, Church St.

Turn square right around **Curtis Hotel**; pass **Hotel Aspinwall** over to left (42.5 m). Join trolley at Country Club (on right—46.9 m) and follow tracks on South St.

48.5 6.6 **PITTSFIELD, MASS.** North, South, East & West Sts.**The Wendell Hotel**, on left.**The Maplewood**, 4 blocks ahead on North St.**Central Auto Station**, adjoining **The Wendell**.**Pittsfield Auto Garage**, 328 North St.

For city map, see page 188.

For diverging routes, see Index map, Pittsfield Section, Vol. 2.

Route 45A—Pittsfield, Mass., to Hudson, N. Y.—48.5 m.

Route map, page 192

Reverse route, No. 45

A very useful connection from the Berkshires to Hudson River points. Macadam first 25 and last 6 miles; balance fair to good country road. Descriptive outline in Route 45.

MILEAGES
Total Intermediate

0.0 0.0 **PITTSFIELD**, North, South, East & West Sts.

South with trolley on South St., over RR. bridge (1.1 m); trolley ends at Country Club (on left—1.7 m). Fine rolling macadam past **Aspinwall Hotel** (on right—6.0 m) into

6.6 6.6 **LENOX**. Monument at 4-corners. Turn square left around **Curtis Hotel**; **Morse Garage**, Church St. **Lenox Garage**, Sunset Ave.

6.8 0.2 Episcopal church in fork; turn right on winding macadam, past fine estates.

12.3 5.5 End of road; turn right into

12.6 0.3 **STOCKBRIDGE**. Monument at 4-corners. Turn square left around **Red Lion Inn**; **Morrissey's Garage**, Pine St. Cross trolley, iron bridge and RR. (13.0 m). Through 4-corners, with watering trough (13.5 m).

15.2 2.6 Fork; bear right—sign "Great Barrington"—descending short, winding grade at Monument Mountain—fine views. At foot of mountain (16.8 m), bear left across trolley and follow tracks.

19.1 3.9 End of road; turn right across bridge.

19.6 0.5 End of road; turn left into Main St.

20.0 0.4 **GREAT BARRINGTON**. **Easland's Garage** on left; **Berkshire Inn** ahead on right. Straight ahead with trolley, on Main St.

20.4 0.4 Large sign on right; turn diagonally right into Maple St., cross RR. (20.6 m).

21.5 1.1 Fork beyond iron bridge; bear right.

21.9 0.4 Fork; bear left—sign, "South Egremont."

Poughkeepsie, N. Y., Section**Route 46**

- 23.5 1.6 End of road; turn left, keeping right at fork beyond—sign "Salisbury."
- 23.7 0.2 End of road; turn right past white church on right through
- 24.0 0.3 **SOUTH EGREMONT**; P. O. on left.
- 24.3 0.3 3-corners; curve right with poles; (left is route 343 to Poughkeepsie). Ascend grade—view of mountains to left. **Caution** for very winding narrow road along hillside (27.2 m). Cross New York State line (monument on right—27.6 m), shortly descending hill. Keep straight through irregular 4-corners (28.7 m), into
- 30.5 6.2 **HILLSDALE**. Iron watering trough in fork; keep right of park on direct road; cross RR. (32.0 m & 33.1 m) past Perryville P. O. (on right—33.6 m). Again cross RR. (35.3 m) into
- 37.2 6.7 **MARTINDALE**. White church on left. Continue on good dirt road—**caution** for winding descent (40.5 m) past Hollowville P. O. (on left—40.8 m).
- 41.4 4.2 Small shed in fork; bear right on macadam through
- 43.8 2.4 **CLAVERACK**. Hotel and park on left. Straight through picking up trolley at cemetery (46.5 m).
- 46.6 2.8 Diagonal 4-corners; bear slightly left with trolley into Columbia St. (47.0 m), corner of park; turn left along park.
- 47.1 0.5 End of street; turn right into Warren St.
- 48.3 1.2 Turn sharp left into Front St.
- 48.4 0.1 Turn right into Ferry St. to
- 48.5 0.1 **HUDSON**, Hudson River ferry. (City map, page 179.)

The Worth Hotel, Warren St.

Lisk & Petry Garage, Diamond St.

Hudson Garage Co., Columbia and Green Sts.

For connections to Poughkeepsie, see **Route 88**.

For connection to Albany, see **Route 42**.

Route 46—Hudson, N. Y., to Pittsfield, Mass.—49.2 m.

Route map, page 192

Reverse route, No. 46A

Outline of alternate route through Chatham. Distances approximate.

MILEAGES
Total Intermediate

- 0.0 0.0 **HUDSON**, ferry at foot of Ferry St. Southeast on Ferry St.
- 0.1 0.1 Turn left into Front St.
- 0.2 0.1 Turn sharp right into Warren St., past Worth House (on right—0.8 m).
- 1.2 1.0 Farther corner of Public Square (on left); turn square left.
- 1.3 0.1 Turn diagonally right with trolley into Columbia St.
- 1.7 0.4 Diagonal 4-corners; bear right with branch trolley on macadam past cemetery (on right—1.8 m).
- 4.5 2.6 **CLAVERACK**, small park on right; straight through on macadam.

Route 46 A

Poughkeepsie, N. Y., Section

- 5.4 0.9 Fork; bear left with poles, leaving macadam, crossing RR. twice into
- 8.0 7.6 **MELLENVILLE.** Straight ahead across RR., keeping right along tracks and crossing same into
- 14.0 6.0 **GHENT.** Straight ahead along right side of RR. into
- 17.0 3.0 **CHATHAM.** Straight ahead along RR., turning sharp left at foot of hill on direct road into
- 21.0 4.0 **NEW CONCORD.** Ascend hill beyond cross-roads through several hamlets.
- 24.5 3.5 Signpost; turn right to
- 28.5 4.0 **STATE LINE;** bear right across RR.
- 31.4 2.9 3-corners; station on left; curve right across iron bridge into
- 31.5 0.1 **WEST STOCKBRIDGE, MASS.** Iron watering trough at 3-corners; turn right into Main St., past P. O. (on left—31.6 m).
- 31.7 0.3 Fork; bear left—sign, "Stockbridge 5 m." Fine gravel.
- 34.5 2.8 Fork; bear left through covered bridge (34.8 m), bearing right to
- 35.1 0.6 Monument at end of street; turn left into
- 36.6 1.5 **STOCKBRIDGE,** monument at 4-corners.

Red Lion Inn, ahead on right.

Heaton Hall.

Morrissey's Garage, Pine St.

Turn square left and follow directions given in preceding Route 45 to

- 49.2 0.0 **PITTSFIELD, MASS.** North, East, South & West Sts. Hotel Wendel, on left.

Central Auto Garage, in rear of hotel,

The Maplewood, North St.

Pittsfield Auto Garage Co., 328 North St.

For city map, see page 188.

For diverging routes, see Index map, Pittsfield Section, Vol. 2.

Route 46A—Pittsfield, Mass., to Hudson, N. Y.—49.2 m.

Route map, page 192

Reverse route, No. 46

Outline of alternate route through Chatham.

MILEAGES
Total Intermediate

- 0.0 0.0 **PITTSFIELD.** North, South, East & West Sts. South with trolley on South St., over RR. bridge (1.1 m); trolley ends at Country Club (on left—1.7 m). Fine rolling macadam past **Aspinwall Hotel** (on right—6.0 m) into
- 6.6 6.6 **Lenox.** Monument at 4-corners; turn square left around **Curtis Hotel;** Morse Garage, Church St. **Lenox Garage,** Sunset Ave.
- 6.8 0.2 Episcopal church in fork; turn right on winding macadam, past fine estates.
- 12.3 5.5 End of road; turn right into

- 12.6 0.3 **STOCKBRIDGE.** Monument at 4-corners; turn square right.
 Red Lion Inn, on left.
 Heaton Hall.
 Morissey's Garage, Pine St.
- 13.1 0.5 Monument on right; turn right past cemetery (on left—(13.2 m).
- 13.6 0.5 Branch road; turn left—sign, "Albany." Go through covered bridge (14.3 m) on direct road into
- 17.7 4.1 **WEST STOCKBRIDGE.** Iron watering trough at 3-corners; turn left across iron bridge.
 For optional route via Interlaken, see Route 62A.
- 18.8 1.1 3-corners; turn left—right across RR. leads to Shaker Village. Cross RR. at State Line station (on right—19.2 m). Cross RR., keeping straight ahead through Canaan Center, N. Y., and Canaan.
- 26.7 7.9 Sign "Albany 22 m;" take left fork; right goes to East Chatham. Ascend grade into
- 28.0 1.3 **NEW CONCORD, N. Y.** Descend steep hill; downgrade for several miles, avoiding all cross-roads and following Stony Hill Valley across RR. into Main St.,
- 32.0 4.0 **CHATHAM.** Straight through to Ghent, where turn right across RR. and follow general course of same on left into
- 35.0 3.0 **MELLENVILLE.** Turn right across RR., coming to macadam at prominent reverse fork, and following same into
- 44.7 9.7 **CLAVERACK.** Hotel and park on left. Straight through picking up trolley at cemetery (47.4 m).
- 47.5 2.8 Diagonal 4-corners; bear slightly left with trolley into Columbia St., turning left (47.9 m) at corner of park along same.
- 48.0 0.5 End of street; turn right into Warren St.
- 49.0 1.0 Turn sharp left into Front St. and next right into Ferry St.
- 49.2 0.2 **HUDSON,** Hudson River ferry. (City map, page 179.)
 The Worth Hotel, Warren St.
 Hudson Garage, Columbia and Green Sts.
 Lisk & Petry Garage, Diamond St.
 For connection to Poughkeepsie, see Route 88.
 For connection to Albany, see Route 42.

HAVOLINE
OIL
 FOR AUTOMOBILE LUBRICATION

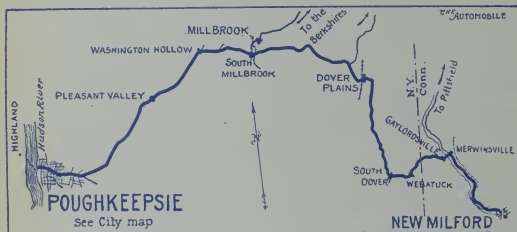
See
 Page 12



Routes 48 and 50**Poughkeepsie, N. Y., Section****Route 48—Poughkeepsie to New Milford, Conn.—42 m.**

An intermediate route into western Connecticut, between the lines already given between Poughkeepsie and (1) Pittsfield, Mass., and (2) Danbury, Conn. General directions and approximate distances only.

Leave Poughkeepsie as in Route No. 43, through Pleasant Valley (7 miles) and Washington Hollow (11 miles), to South Millbrook (15 miles). Do not turn left to Millbrook Center (Pittsfield route), but continue due east; some grades, but roads generally good. At fork 6 miles from South Millbrook, both roads lead to Dover Plains, but the one straight ahead over hill (crossing bridge over small stream) better; continue through Little Rest to

DOVER PLAINS**24 miles from Poughkeepsie**

Passing Post Office, take first left, then straight road to South Dover (29 miles). Cross iron bridge, following both trolley and river $\frac{1}{2}$ mile; then leave trolley, keeping with river (fair dirt road) to Webatuck (31 miles). From iron bridge take right 1 mile, then left 2 miles; at elm tree, take right to Gaylordsville (35 miles). Turn right, and follow river road, sandy and otherwise poor in spots, crossing the Housatonic River into

NEW MILFORD**42 miles from Poughkeepsie**

At this point routes diverge south for Danbury, north for Litchfield, Torrington and Winsted and east for various local points in mid-western Connecticut.

Route 50—Poughkeepsie to Pawling, N. Y.—27.3 m.

Route map, page 173

Reverse route, No. 51

Via New Hackensack, Fishkill Plains, Hopewell Church, Greenhaven and Poughquag, with the corresponding return route, Pawling to Poughkeepsie. Mostly dirt road, usually in fair-to-good condition.

MILEAGES

Total Intermediate

(Note special speed signs on exits from Poughkeepsie.)

0.0 0.0 **POUGHKEEPSIE**, Main & Market Sts., business center.

From hotel, garage or connecting route take the most convenient of the available ways shown on Poughkeepsie city map, page 269 into Hooker Ave. (forks of 5 roads, 0.7 mile from the business center, Main & Market Sts.).

Thence out Hooker Ave., following trolleys until tracks turn left at Driving Park (on right—1.9 m).

Straight ahead on good road—some winding grades through woods—to corner with special sign (5.1 m); here turn 90° left downhill to and immediately right across red iron bridge over Wappinger Creek at Red Oaks Mill (5.2 m). Continue on main road along Wappinger Creek, direct to prominent forks at

7.4 7.4 **NEW HACKENSACK**, flagpole & signposts.

Take left—sign, "Fishkill Plains"—straight ahead $\frac{1}{2}$ miles to "T" in road (8.7 m); now turn 90° right across small bridge (8.8 m). Thence on main road over iron bridge (10.1 m) and across RR. tracks at Fishkill Plains station (on right—10.2 m) into village of Fishkill Plains (11 m).

Continue direct through town, passing school-house in left fork (11.6 m) to old Quaker Meeting House (12 m); here turn 90° right, shortly curving left across wood bridge (12.6 m). Then straight ahead over RR. tracks (13 m) through 4-corners immediately beyond to important 3-corners at

13.7 6.3 **HOPEWELL CHURCH**, church over to right.

Turn 90° left—away from church—direct on the Hopewell Turnpike to fork (14.2 m); here keep left, straight ahead across small bridge (15 m) to irregular 4-corners (15.2 m). Turn right across small weak bridge (15.6 m) and over iron bridge (16.3 m); at fork $\frac{1}{2}$ mile beyond (16.8 m) turn left across two more small wood bridges to crossroads at Greenhaven (18.5 m).

Direct through to fork at Poughquag (20.5 m), where keep right, straight ahead past schoolhouse on right (21.1 m). At fork (West Pawling—23.2 m), keep left over very bad waterbars for $\frac{1}{2}$ mile to end of road (25.4 m).

Bear right, keeping right also at fork with watering-trough (26.1 m), crossing iron bridge (26.3 m) to next fork (26.4 m). Here also keep right to fork (27.2 m), where make left and immediately right turn across RR. at station on left.

27.3 13.6 **PAWLING**, RR. station.

Connection here with ROUTE NO. 12 for Amenia and Millerton, N. Y., Lakeville, Conn., and the Berkshire Hills, Mass., or with ROUTE 12A, White Plains and New York.

Route 51—Pawling to Poughkeepsie—27.3 m.

Route map, page 173

Reverse route, No. 50

(Mostly dirt road, usually in fair-to-good condition.)

MILEAGES
Total Intermediate

0.0 0.0 **PAWLING**, RR. station.

Just west of depot (0.1 m) turn left and immediately right to fork (9 m); here take left across iron bridge (1

Route 51

Poughkeepsie, N. Y., Section

m) to fork with watering trough (1.2 m). Keep left, bearing right at next fork (1.7 m); at branch road (1.9 m) turn left.

At fork 1-10 mile beyond (2 m) bear right, keeping left at fork (2.8 m)—very bad waterbars next $\frac{1}{2}$ mile—to West Pawling (4.1 m). Pass school on left and branch road on right (6.2 m) to fork at Poughquag (6.8 m); turn left through 4-corners at Green Haven (8.8 m).

Cross small wood bridges to fork (10.5 m), bearing right across iron bridge (11 m); at fork immediately beyond keep left over small weak bridge (11.7 m) to cross-roads (12.1 m). Turn left past schoolhouse on left (12.2 m) and across small bridge (12.3 m); at fork short distance beyond (12.6 m), keep right, straight ahead to important 3-corners—blacksmith shop on left, village store on right—at

13.6 3.6 HOPEWELL CHURCH.

Turn 90° right (the “church” over to left after the turn), straight ahead through 4-corners (14.3 m) and immediately over RR. Thence direct over wood bridge (14.7 m), curving right downgrade to end of road (at old Quaker Meeting House on right—15.3 m); here turn 90° left through village of Fishkill Plains (16.3 m).

Straight ahead over RR. at Fishkill Plains station (on left—17.1 m), and across iron bridge (17.2 m); at fork (17.4 m), keep right on main road over small bridge (18.5 m) to end of road (18.6 m). Here turn 90° left direct to prominent forks at

19.9 6.3 NEW HACKENSACK, flagpole and signposts.

Take right, straight ahead along Wappinger Creek to and across red iron bridge at Red Oaks Mill (22.1 m), turning sharp left immediately beyond, uphill to end of road with signs (22.2 m). Turn 90° right, on good road—some winding curves through woods, keeping right at fork (24.6 m).

Picking up trolleys at Driving Park (25.4 m), follow same into Hooker Ave. to end of same at fork of 5-roads (26.6 m). For hotel, garage or connecting route take the most convenient of the available ways shown on Poughkeepsie city map, page 269.

27.3 7.4 POUGHKEEPSIE, Main & Market Sts., business center.

For city map, see page 175.

For diverging routes, see Index map, Poughkeepsie Section, page 173.

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NEWBURGH, N. Y.

Route 53—Poughkeepsie to New York City—74.2 m.

Route map, page 95

Reverse route, No. 14

Main Hudson River Route. Chiefly good macadam. Descriptive outline in Route 14.

Note special speed signs on exits from Poughkeepsie.

(For this and optional exits, see Poughkeepsie map, page 175.)

MILEAGES
Total Intermediate

0.0	0.0	POUGHKEEPSIE , Main & Market Sts. South on Market St., past Nelson House; Ryder's Garage on right just beyond.
0.3	0.3	Fork; Soldiers' Fountain on right. Bear left with trolley into South Ave.
4.9	4.6	Fork; keep left with trolley. (Right leads to New Hamburg).
7.6	2.7	End of trolley; turn left across stone bridge over Wappingers Creek upgrade into
7.7	0.1	WAPPINGERS FALLS . Straight through village. For option to Cold Spring via Fishkill Landing, see note (a).
7.8	0.1	Park and flagpole in fork at top of grade; take left, keeping right on main road at fork (8.3 m).
10.6	2.8	Fork; bear left—leaving poles—into
12.9	2.3	FISHKILL VILLAGE . End of road; turn square left on Main St. (Right leads to Fishkill Landing).
13.4	0.5	Fork; blacksmith shop on right; bear right across RR. Caution, and iron bridge (13.6 m). Stretch of narrow winding road around Fishkill Mountain—fine views.
17.9	4.5	Fork; keep right on main road.
19.4	1.5	3-corners; wood church on right; bear right.
22.5	3.1	Iron watering trough in fork; bear left, keeping left just beyond, across stone culvert (22.6 m).
22.9	0.4	COLD SPRING . Prominent reverse fork in lower edge of village (option from Poughkeepsie comes in from right). Straight through.
23.1	0.2	Fork; keep right. Caution for sharp left curve (24.2 m). Bear right along iron fence, following same around sharp right horseshoe curve (24.4 m). Caution for sharp left curve in front of iron gates (24.9 m). Cross iron bridge (25.8 m), keeping right past stone church (26.1 m).
26.7	3.6	Prominent 4-corners; turn square left—sign "Peekskill."
27.6	0.9	Fork; keep right through picturesque glen.
29.6	2.0	Large tree in fork; bear left—straight ahead goes up steep hill, winding around the east side of Nelson Hill. Descend steep grades along ravine, keeping straight through 4-corners at hamlet of Annsville (32.2 m). Cross iron bridge; caution for sharp right turn just beyond (32.3 m) with sharp left curve (32.4 m).
32.6	3.0	Fork; keep right over second iron bridge, ascending steep grade with bad waterbars.
32.8	0.2	Fork; near top of hill keep right into North Division St.,
33.6	0.8	PEEKSKILL , intersection of Main St. Eagle Hotel, Main St. (Route 55 to Danbury turns left on Main St.) Straight ahead with trolley into South St.

GO

to the

Telephone 582

Ossining Garage**OSSINING, N.Y.**

- 33.9 0.3 4-corners; turn left with branch trolley into Washington St.
- 35.2 1.3 Right-hand road; turn right with trolley.
- 35.6 0.4 End of road; turn square left with trolley under RR. (35.8 m).
- 36.1 0.5 4-corners at hotel; turn square left with trolley, keeping straight ahead where tracks leave to right (36.8 m), past brick schoolhouse (on left—36.9 m).
- 37.4 1.3 Fork; keep left over RR. bridge (37.9 m).
- 40.6 3.2 Fork; curve right down hill into
- 41.2 0.6 **CROTON-ON-HUDSON.** Straight on through village along RR. and river (on right), curving right (41.8 m), past Harmon (42.0 m), crossing short iron bridge (42.6 m) and long bridge (42.8 m). **Caution** for sharp curve through woods.
- 43.3 2.1 End of road; at schoolhouse turn square right, keeping left at forks (44.4 m & 44.7 m), ascending bad winding grade into
- 45.9 2.6 **OSSINING.** Weskora Hotel at monument in left. Ossining Garage Co., Croton Ave., **Stock Michelin Tires.** At Savings Bank in fork, immediately ahead, keep left—right leads to River and Sing Sing Prison. Avoid right fork (45.9 m), past greenhouse (on right—46.3), then up long, easy grade. Straight through 4-corners at Scarboro Church (46.9 m).

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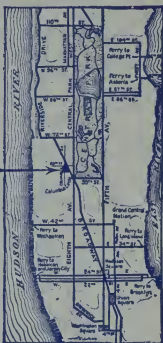
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Caution for narrow passageway under stone arch (48.0 m). Pass Sleepy Hollow Cemetery (on left—50.0 m), and descend grade across stone bridge (50.2 m).

- 50.3 4.4 Fork; keep left upgrade on Broadway past **Keonig Bros. Garage** into
- 52.1 1.8 **TARRYTOWN**, intersection of Main St. (right leads to Nyack Ferry). **Far and Near Tea Room**. Straight ahead on fine wide macadam through Irvington (53.9 m).
- 55.5 3.4 Light colored stone church on right. Turn right.
- 55.6 0.1 Stone watering trough in road; turn left (right leads downgrade into Dobbs Ferry). At 56.2 m pass tablet on left, marking Washington's headquarters (1781).
- 57.0 1.4 Fork; keep right—sign on left, "New York via North Broadway." Join single track trolley and cross viaduct at Hastings-on-Hudson (57.3 m). Continue with trolley into Warburton Ave., past Manor Hall and Soldiers' Monument (on right—61.3 m).
- 61.4 4.4 **YONKERS**, Warburton Ave., Main St. & Riverdale Ave. **Park Hill Inn**. **Francfort's Restaurant** on Broadway, below Getty Square. **Yonkers Auto Station**, 71 So. Broadway. Straight ahead across Main St., into Riverdale Ave.—stone paving one block, then asphalt and macadam. Trolley ends (62.9 m). Straight through Mt. St. Vincent (63.3 m).
- 64.4 3.0 Fork; keep left downgrade on Riverdale Ave.
- 65.3 0.9 Turn square left into 230th St., just before old channel of Spuyten Duyvil Creek. Keep straight ahead at fork just beyond.

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Route 55**Poughkeepsie, N. Y., Section**

- 65.6 0.3 End of street; turn square right under elevated structure across drawbridge over Ship Canal (65.9 m) into Broadway. Direct with double car-lines, leaving subway structure.
- 68.6 3.0 Baseball grounds ahead on right. Bear right with Broadway—car-line continues straight ahead on St. Nicholas Ave.—again coming along elevated subway structure (70.4 m). Cross Manhattan St. at foot of grade; **caution** for approaching vehicles. Joining trolley at this point follow tracks upgrade on Broadway all the way to

74.2 5.6 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Woodstock Hotel Co., 127 W. 43rd St.

Hotel Empire, 3 blocks north of Columbus Circle.

Grand Hotel & New Annex, 31st St. & Broadway.

Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For city map see New York City Section, page 58.

For diverging routes, see Index map, New York City Section, pages 56-7.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Variant, Wappingers Falls to Cold Spring. Direct through Wappingers Falls village (7.7 m) to fork and flagpole top of grade (7.8 m); here take right (leaving "inland road" to left). Follow main highway (becoming fine macadam, now complete to Fishkill Landing); at fork hamlet of **Hughsonville** (9.1 m) keep left—nearly straight ahead—to next fork (10.9 m). Here bear right on macadam, becoming North Ave. to trolley at Main St., **Fishkill Landing** (15.3 m). **Holland Hotel**, by turn to left.

For Connection to Newburgh—Turn square right down Main St., with trolley $\frac{1}{2}$ mile to ferry. Operates all year, averaging during summer 45 trips, 5 A. M. to midnight, with decreased service other seasons—charge 30c to 40c car and driver—passengers 7c. Landing on west side run straight out from ferry, under RR.; take first left two blocks, turning right uphill into Broadway. See Index Map, Newburgh Section, p. 329, for diverging routes.

Continuing to Cold Spring, run straight ahead across Main St. trolley into South Ave., keeping left at fork (15.6 m) through irregular 5-corners at iron watering trough in road (16.2 m). At fork by cemetery (on left—16.4 m) bear right to branch road at grocery store (16.6 m); bear left and immediately turn right, downhill under RR. trestle (16.7 m). Direct over bridge (16.8 m) and under another RR. trestle, following main road through glen (19.6 m)—caution for dangerous RR. crossing at Storm King station (20.5 m), with a second dangerous grade just beyond (20.6 m). Continue along river into Fair St. to end of same at Main St., Cold Spring Village (22.6 m). Turn square left up Main St., past **Phyfe's Garage**, to 4-corners at watering trough and church (22.8 m); here turn square right, winding but direct road to small bridge (23.4 m). Turn sharp right over bridge to prominent reverse fork on the lower eastern edge of Cold Spring (23.7 m), where regular route comes in from the left.

Route 55—Peekskill, N. Y., to Danbury, Conn.—35 m.

Route map, page 176

Reverse route, No. 55A

Direct connection from the Hudson River via Lake Mahopac; mostly good roads, with a few stretches of lowlands.

MILEAGES
Total Intermediate

- 0.0 0.0 **PEEKSKILL**, Main & Division Sts. East with trolley on Main St. upgrade to end of trolley at
- 4.0 4.0 **LAKE MOHEGAN**. New Mohegan Inn.
Follow main thorofare—Lake Mahopac signs at most forks—into

The New Mohegan Inn

on beautiful
Lake Mohegan, N. Y.



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- 4.5 0.5 **SHRUB OAK** (hamlet), cemetery on left, stone church on right; turn sharp right, keeping left at house in fork short distance beyond. Pass race-tracks (on right), running along small lake into
- 7.5 3.0 **JEFFERSON VALLEY.** Fork; bear left, keeping right at fork top of slight grade; stone castle over to left. Straight through irregular 4-corners (12.7 m), crossing RR. (12.9 m), running along shore of Lake Mahopac (13.7 m). **Caution** for sharp curves along lake.
- 15.0 7.5 **LAKE MAHOPAC**, RR. station. **Thompson's Hotel.** From this point follow directions given in **Route 8** to
- 35.0 0.0 **DANBURY, CONN.** Monument, Main & West Sts. **Hotel Green**, $\frac{1}{4}$ mile to left. For city map, see page 80.
For diverging routes, see Index map, Danbury Section, Vol. 2.

Route 55A—Danbury, Conn., to Peekskill, N. Y.—35 m.

Route map, page 176

Reverse route, No. 55

An alternate route to the Hudson River; fair dirt road; some macadam to Carmel; variable roads to Peekskill.

MILEAGES
Total Intermediate

(For this and optional exits, see Danbury city map, page 80.)

0.0 0.0 **DANBURY**, Main & West Sts.

West on West St. with trolley.

0.3 0.3 Small triangular park; bear right—leaving trolley. Cross small bridge and go under RR. arch (0.6 m). Imme-

Route 55 A

Poughkeepsie, N. Y., Section

- diately curve left upgrade on Lake Ave.; cross RR.
- 2.6 2.3 Fork at cemetery; bear right across RR. (2.9 m) through small hamlet of
- 3.9 1.3 **MILL PLAIN, CONN.**, 3-corners; turn square left across small bridge and RR.; small station on right.
- 4.1 0.2 Fork; bear right along RR. and reservoir, avoiding left-hand road at large sign (7.7 m—**Route 12A** to New York). Bear right over RR. bridge (8.5 m).
- 8.8 4.7 3-corners; bear left—(right is **Route 12** to Pittsfield). Go under RR. (9.1 m), straight on past condensed milk factory (on right).
- 9.3 0.5 Watering trough at end of factory; turn square right across iron bridge into Main St.
- 10.0 0.7 **BREWSTER, N. Y.**, RR. station on left. **Brewster House**. Turn right, taking next left over RR. bridge.
- 10.3 0.3 Fork; keep left uphill, winding along RR. (below on right). **Caution** for dangerous grade crossing (12.2 m), thence around the head of Middle Branch reservoir. Pass abandoned Tilly Foster Mines, and cross bridge (12.5 m), turning left in front of chapel. Go over RR. bridge.
- 13.1 2.8 4-corners; turn right; straight ahead to Croton Falls.
- 14.1 1.0 End of road; turn right under RR. bridge.
- 14.5 0.4 **CARMEL, N. Y.** End of road on shore of Lake Glenida. **Smalley's Inn** and **McNulty's Garage** over to right. Turn sharp left along lake; (Poughkeepsie route turns right). Pass RR. station (on left—14.8 m) and cross RR. (15.3 m). Go over RR. bridge (15.5 m); **caution** for sharp right and left turn (15.6 m) and another sharp right turn; cross bridge (15.8 m). (These three turns are close together, and easily followed). Follow main thorofare along lower side of West Branch reservoir.
- 17.3 2.8 End of road beyond gate house; turn square right.
- 17.7 0.4 Irregular corners, keep left onto good macadam, direct along shore of Lake Mahopae to
- 20.0 2.3 **LAKE MAHOPAC**. RR. station; **Thompson's Hotel**. Distances approximate to Peekskill. Cross RR., avoiding left fork immediately beyond; macadam along shore of lake; **caution** for sharp curves.
- 21.3 1.3 Prominent fork near end of lake; bear left across RR. (22.1 m).
- 22.3 1.0 Irregular 4-corners; run nearly straight ahead; (Briarcliff-New York **Route 8** turn left). Straight on; some narrow road, with bad spots when wet through.
- 27.5 5.2 **JEFFERSON**. Follow small hamlet; pass racetrack on left.
- 30.5 3.0 Prominent fork entering Shrub Oak hamlet; turn left past cemetery (on right) and church (on left), picking

Poughkeepsie, N. Y., Section**Route 57**

up trolleys at Lake Mohegan (31.0 m). **New Mohegan Inn.** Continue on excellent road down long grade, becoming Main St.

35.0 4.5 **PEEKSKILL**, Main & Division Sts.

For connecting route to New York City, see No. 53.

Route 57—Poughkeepsie to Middletown, N. Y.—51.5 m.

By ferry to Highland, on west side of Hudson River, and down the Wallkill Valley, connecting at Middletown, with various diverging routes. General directions and approximate distances only.

SPECIAL NOTE—Until specific running directions and odometer mileages are compiled for this line, we believe the most satisfactory way from Poughkeepsie to Middletown will be to follow Route 59 to Newburgh and Route No. 158 to Goshen and Middletown.

From any point on Main St., Poughkeepsie, go **down** Main St., descending long hill (see city map) to ferry, crossing Hudson River to Highland Landing. Follow New Paltz trolleys up long, steep hill, 1 mile to Highland Village; here cross north and south road between Newburgh and Kingston.

Do not turn either right or left on this road, but keep west on New Paltz Turnpike, following general course of P. & N. E. RR. through Centerville (4 miles) to Put's Corners, and

NEW PALTZ**8 miles from Poughkeepsie**

Keep to left of Wallkill Valley RR., gradually bearing away from same on direct road south through Jenkinstown, Ireland Corners and Flint. Cross C. N. E. RR. at St. Elmo station to St. Andrews; jog one block right then left, straight ahead to intersection of "Plank Road," one mile east of Walden. Turn 90° right across C. N. E. RR. again at East Walden station, straight ahead to Wallkill Valley RR. tracks again at Walden.

Turn south at Walden to intersection of Cohecton Turnpike (fine macadam road between Newburgh and Montgomery). At water works turn right crossing RR. tracks into Ward St., village of Montgomery.

Go through to second left turn from center of Montgomery; here turn left over splendid State road. (Avoid right fork 1 mile out of Montgomery, with sign, "To Middletown"; this is a poor road). After crossing RR. tracks, take right fork up long hill—left fork has sign, "To Newburgh and Little Britain"—continuing direct to

GOSHEN**41 miles from Poughkeepsie**

Go through Goshen; near center bear right, and pass **between** County Clerk's Building and County Court House, at prominent fork. Continue out Main St., crossing Erie RR. tracks at grade, straight ahead to State Road, which stops at creamery at right-hand turn to Denton and Dolsontown.

Again bear right, to Middletown City limits, where State road ends. Straight ahead about 4 blocks to beginning of trolley tracks; follow latter into Academy Ave. Bear gradually left through Academy Ave to Main St., and turn left on Main St. to Franklin Sq., center of (city map, page 355).

MIDDLETOWN**51½ miles from Poughkeepsie**

Hotel Brown, James St.

Route 59

Poughkeepsie, N. Y., Section

Route 59—Poughkeepsie to Newburgh, N. Y.—16 m.

Route map, page 173

Reverse route, No. 169

Via Wappingers Falls and Fishkill Landing—macadam practically throughout.

(For this and optional exits, see Poughkeepsie city map, page 175.)

MILEAGES
Total Intermediate

Note special speed signs on exits from Poughkeepsie.

0.0 0.0 **POUGHKEEPSIE**, Main & Market Sts., business center.

Start nearly south on Market St., at fork (Soldiers' Fountain on right—0.3 m), bear left with trolleys into South Ave. Thence direct on main road to fork (4.9 m); here keep left with car-tracks (leaving road to New Hamburg on right). At end of trolley line (7.6 m) turn left across stone bridge over Wappingers Creek, upgrade into

7.7 7.7 **WAPPINGERS FALLS.**

Direct through village (7.7 m) to fork and flagpole top of grade (7.8 m); here take **right** (leaving "inland road" to left). Follow main highway (becoming fine macadam, now complete to Fishkill Landing); at fork hamlet of Hughsonville (9.1 m) keep left—nearly straight ahead—to next fork (10.9 m). Here bear right on macadam, becoming North Ave. to trolleys at Main St..

15.3 7.6 **FISHKILL LANDING.** (Village— $\frac{1}{2}$ mile from river-front).

Holland Hotel, by turn to left.

Turn 90° right down Main St., following trolleys $\frac{1}{2}$ mile to ferry. Cross Hudson River by ferry in operation throughout the year, averaging during the summer season upwards of 45 round trips between 5 a. m. and midnight, with naturally decreased service during other seasons—charge to Newburgh 30c to 40c for car and chauffeur—extra passengers, 7c.

Landing on the west side of the Hudson, high-powered cars may go direct up 2nd St. 4 blocks to Grand St., but easier and safer way is to go 1 block up 2nd St. and turn left into Water St. Bear right at monument in fork 1 block ahead into Colden St., which follow 2 blocks to right turn into Broadway. Ahead 2 blocks to intersection of Grand St., central point for all routes through

16.0 0.7 **NEWBURGH.**

Palatine Hotel, Grand & 3rd Sts.

Youngs & Co., Garage, 249 Grand St.

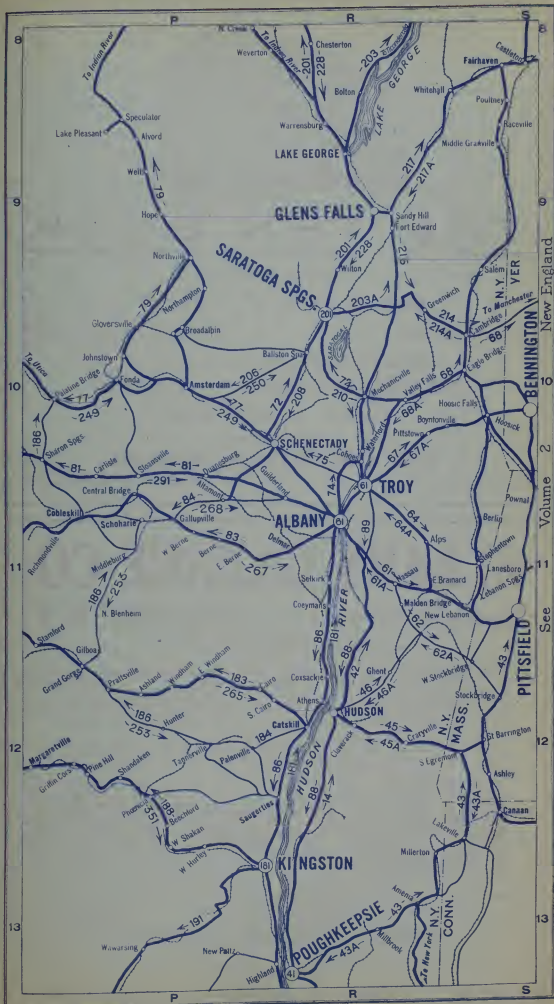
For city map, see Newburgh Section, page 331.

For diverging routes, see Index map, Newburgh Section, page 329.

For through connections, see Trunk-line Index map, page 1B.

The compilers of this volume are always glad to receive suggestions or changes necessitated by improvements in certain sections. In the back of this volume will be found blank memorandum pages which will be useful in jotting down notes.

Albany-Troy Section



ALBANY-TROY GRAPHIC INDEX MAP



THE TEN EYCK

Leading Hotel of

ALBANY, N. Y.

FIREPROOF

EUROPEAN PLAN

Near **STATE CAPITOL** and other places of interest.

FIREPROOF GARAGE "Two blocks" distant.

FRED'K W. ROCKWELL

THE ONONDAGA, Syracuse

New Fireproof Hotel

Under Same Management

ALBANY GARAGE CO.

Howard Street, ALBANY, N. Y.

—FIREPROOF—



E. W. LEAHY
Garage Manager

C. D. HAKES
Gen'l Manager and Treasurer

CHAS. TREMMEL
Sales Manager

OPEN DAY AND NIGHT — TEL. MAIN 2720
One Block from the Ten Eyck

AGENTS FOR

Peerless

Simplex

Apperson

Palmer & Singer

Studebaker Garford

E. M. F.

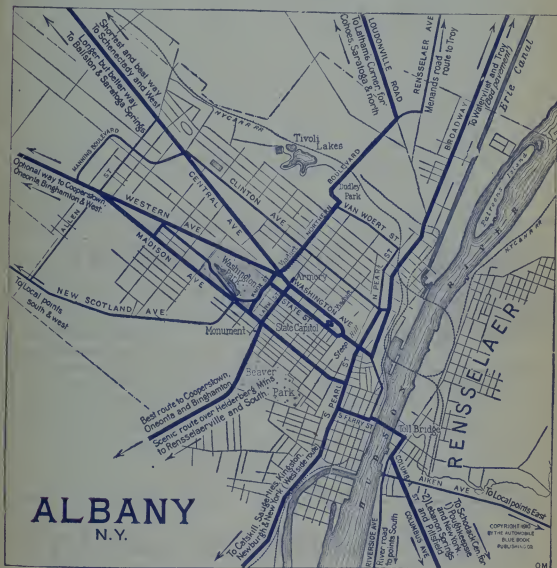
Flanders

ALBANY-TROY, N. Y., SECTION

Routes 61 to 100.

Route Center—The intersection of State and Pearl Sts. is taken for the start of all routes from Albany, being located in the center of the business section, convenient to hotels, garages and the State House.

Points of Interest—The first attraction to the tourist is the Capitol, at the top of Sate St. Hill, built in French Renaissance style, and is 300 ft. wide and 40° ft. deep. Begun in 1867, more than thirty years and \$25,000,000 were spent in its completion. The original designs by Fuller were greatly altered during the construction. Guide books with complete descriptions may be obtained in the building. Among other public buildings are the State Hall and the City Hall, Eagle St. and Maiden Lane; the Albany Academy for Boys is a historic school; and among the parks are Washington and Beaver. The newly completed State Education building, Washington Ave. and Swan St., cost \$3,500,000. Among the churches are the Cathedral of the Immaculate Conception and the Episcopal Cathedral of All Saints.



For all routes in this section, see Graphic Index map page 211.

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.

TOURISTS

The Very Best Accommodations for
Automobile Tourists

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SERVICE, ALWAYS THE BEST

European Plan



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Service, Cuisine and Appointments unexcelled. Special
attention to Automobile Tourists.

OAKS HOTEL CO., Proprietors
J. A. Oaks, Pres.

ALBANY, N. Y.

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Sale, Storage and Repair Station—Agents for the Locomobile

33 and 35 Orange St., Albany, N. Y.

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Jos. B. Taylor, Treasurer and General Manager

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Packard Distributor
For ALBANY, RENSSELAER
SCHENECTADY
SARATOGA COUNTIES
And the North



Supplies of All Kinds
EXPERT REPAIRING
Entirely Fireproof Construction
OPEN DAY AND NIGHT

Albany-Troy Section

Route 61

Route 61—Albany, N. Y., to Pittsfield, Mass.—36.7 m.

Route map next page

Reverse route, No. 61A

Direct route over Taconic Mountain; macadam all the way.

Descriptive Outline—Leaving Albany via the Hudson River bridge, an unbroken stretch of macadam is soon reached. We pass through the **Lebanons**, a series of Shaker settlements, interesting services being held at the various churches. A short side trip (2 m) may be taken to **Lebanon Springs**, with good hotel accommodations. The road now ascends the steep grade of the Taconic (Taghkanic) Mountains—fine view and many interesting points. Descend easier slope into **Pittsfield**.

MILEAGES

Total Intermediate

0.0	0.0	ALBANY , State & Pearl Sts. South on Pearl St. with trolley.
0.4	0.4	Turn square left on Ferry St. with single trolley. Cross branch RR.
0.7	0.3	End of street; jog left and immediately right with trolley across long iron bridge over Hudson River—toll 10c-15c.
1.0	0.3	RENSSELAER , 4-corners; turn square right on Broadway—leaving trolley.
1.2	0.2	Branch road with trolley. Turn left—sign, "Pittsfield 35¾ m." Straight through 5-corners where trolley leaves to right (1.4 m). Go over RR. bridges (1.7 m & 1.9 m). Ascend grade—view of State Capitol to rear. Cross trolley line (2.7 m); fine macadam through
5.5	4.3	EAST GREENBUSH , hotel on left, into
7.2	1.7	SCHODACK CENTER , hotel on right. Straight ahead, avoiding right-hand road (7.3 m), which is Route 88 to Poughkeepsie . Cross 2 iron bridges (8.1 m) and continue on macadam (under construction, fall 1909).
10.7	3.5	3-corners; curve right on macadam; cross RR. (12.7 m) into
12.8	2.1	NASSAU , hotel on left at 5-corners. Straight through on very winding macadam— caution for sharp right curve (16.4 m).
17.7	4.9	End of road; curve left on macadam.
17.9	0.2	3-corners; turn right across 2 iron bridges (18.0 m). Avoid right-hand road (18.9 m) and left-hand road (19.0 m), which is macadam from Troy, Route 64. Straight ahead across RR. (19.1 m), past Riverdale Farm (on left—20.9 m). Pass West Lebanon P. O. (on left—21.7 m) and keep direct macadam through
24.3	6.4	NEW LEBANON CENTER , P. O. on left at 4-corners.
25.7	1.4	3-corners; white church on right; curve left into

Telephone for fine **CHICKEN DINNERS** served at**RIVERDALE FARM** WEST LEBANON
N. Y.Ice Cold Milk, Cream, Buttermilk and Lunches a Specialty. Lunches also served or put up.
Accommodations over night for Auto Parties. Gasoline and Auto Supplies.

Long Distance Telephone

FRANK FELLOWS, Prop.

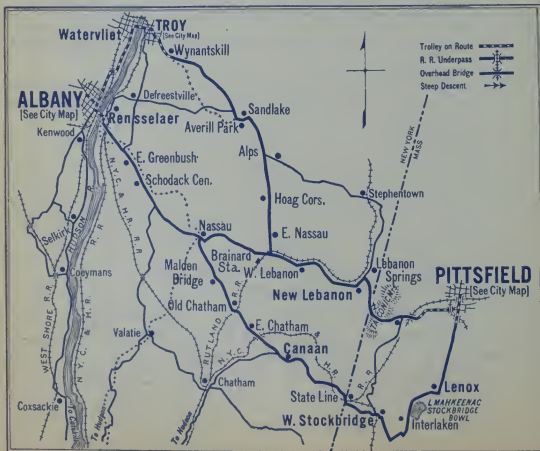
TAGONIC INN

On the Hill

Rooms en suite with bath. Special attention to dinner and automobile parties. Telephone

Wm. St. Lawrence, Lebanon Springs, N. Y.

- 26.0 0.3 **NEW LEBANON**, P. O. on left; straight through
- 26.8 0.8 3-corners just beyond small iron bridge; curve right (left is route to **Lebanon Springs** and **Hoosic Falls**). Ascend long, steep grade over Taconic Mountain; cross Mass. State Line (monument on left—28.7 m), view from top (29.8 m). Descend easier grade through
- 32.0 5.2 **SHAKER VILLAGE, MASS.**, store on right. Avoid right-hand road (32.1 m), leading to Stockbridge. Go over RR. bridge (32.7 m).
- 33.2 1.2 Fork; brick house on left. Bear left on winding road, picking up trolley (33.5 m), which follow past store (on left—34.4 m) and pond (on right—34.8 m).
- 34.9 1.7 Fork; bear right—leaving trolley, which is poorer entrance. Cross small iron bridge (35.0 m).
- 35.5 0.6 Iron watering trough at end of road; turn left across small iron bridge, joining trolley (from left—35.9 m). Immediately go under RR. bridge and cross iron bridge (36.2 m).



Albany-Troy Section

Route 61 A

- 36.4 0.9 Irregular 4-corners; bear right on Housatonic St.—trolley leaves to left.
 36.5 0.1 Meeting trolley turn square left into South St.,
 36.7 0.2 **PITTSFIELD, MASS.**, small park on right; North, South, East & West Sts. City map, page 188.

The Wendell Hotel, on left.

The Maplewood, 4 blocks ahead on North St.

Central Auto Station, adjoining The Wendell.

Pittsfield Auto Garage, 328 North St.

For diverging routes, see Index map, Pittsfield Section, Vol. 2.

Route 61A—Pittsfield, Mass., to Albany, N. Y.—36.7 m.

Route map, opposite

Reverse route, No. 61

Direct route over Taconic Mountain. Macadam all the way. Descriptive outline in Route 41.

MILEAGES
Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | PITTSFIELD , North, East, West & South Sts.
Run south with trolley 2 blocks on South St. |
| 0.2 | 0.2 | Turn square right into Housatonic St.—leaving trolley. |
| 0.3 | 0.1 | Irregular 4-corners; meeting trolley from right bear slightly left with tracks, across iron bridge (0.5 m), and under RR. |
| 0.8 | 0.5 | Fork just beyond underpass; bear left—leaving trolley. Right with trolley is optional way. |
| 1.2 | 0.4 | Iron watering trough just beyond small iron bridge; turn square right across another iron bridge (1.7 m). Join trolley (from right—1.8 m). |
| 2.3 | 1.1 | Fork—store on right; bear left with trolley across small iron bridge—trolley ends (3.2 m). |
| 3.5 | 1.2 | 3-corners, brick house on right; curve right over RR. bridge (4.0 m). Pass left-hand road (4.6 m); leading to Stockbridge. |
| 4.7 | 1.2 | SHAKER VILLAGE . Store on left; straight ahead on fine macadam up long easy grade over Taconic Mountain. |
| 7.0 | 2.3 | Fork at top of mountain; bear right—view ahead. Descend steeper, winding grade across N. Y. State line (monument on right—8.0 m). |
| 9.9 | 2.9 | 3-corners at foot of grade; curve left on macadam across small iron bridge.
Right leads to Lebanon Springs and Hoosic Falls, see Vol. 2. |
| 10.7 | 0.8 | NEW LEBANON ; P. O. on right at 4-corners. |

NEW YORK 2002 Broadway BOSTON 685 Boylston St. FACTORIES New Haven, Conn.	Bragg Stitched Tires PATENTED CAPABLE OF GREAT MILEAGE
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Route 62

Albany-Troy Section

- 10.9 0.2 White church at 3-corners; curve right on macadam through
- 12.4 1.5 **NEW LEBANON CENTER**; P. O. on right at 4-corners. Pass West Lebanon P. O. (on right—15.0 m) and **Riverdale Farm** (on right—15.8 m).
- 16.9 4.5 Fork; bear left; cross RR. (17.6 m—Brainard Sta. to left).
Pass macadam road (on right—17.7 m—leading to **Troy**, **Route 64A**.
Avoid left-hand road (17.5 m); pass white church (on right—18.5 m) and cross 2 iron bridges (18.7 m).
- 18.8 1.9 3-corners; bear left.
- 19.0 0.2 Curve right on macadam (straight ahead leads across iron bridge). **Caution** for sharp right and left curves (20.3 m) through
- 23.9 4.9 **NASSAU**. Hotel on right.
- 26.0 2.1 Fork; bear left on macadam through
- 29.5 3.5 **SCHODACK CENTER**. Hotel on left; continue on macadam through
- 31.2 1.7 **EAST GREENBUSH**. Cross trolley (34.0 m)—view of the Capitol building ahead. Go over RR. bridges (34.8 m & 35.0 m). Straight through 5-corners (35.3 m—trolley comes in from left).
- 35.5 4.3 End of road; turn right on Broadway.
- 35.7 0.2 **RENSSELAER**. Turn square left with trolley. Cross long iron bridge over Hudson River—toll 10c and 15c.
- 36.0 0.3 End of bridge; jog left and immediately right with trolley across branch RR. on Ferry St.
- 36.3 0.3 Turn square right with trolley on Pearl St. (wood blocks).
- 36.7 0.4 **ALBANY**, State & Pearl Sts.
Ten Eyck, State St., near Capitol.
The Kenmore, N. Pearl St. near State.
Ketchum's Garage, Washington St. and Northern Blvd.
Albany Garage Co., 30 Howard St.
Taylor Automobile Co., 35 Orange St.
Hampton Hotel, State St. & Broadway.
For city map and points of interest, see this Section, page 213.
For diverging routes, see Index map, this Section, page 211.
For through connections, see Trunk-line Index map, page 1B.

Route 62—Albany, N. Y., to Pittsfield, Mass.—54.7 m.

Route map, page 216

Reverse route, No. 62A

A circuitous alternate route via Chatham.

MILEAGES
Total Intermediate

- 0.0 0.0 **ALBANY**, State & Pearl Sts. South on Pearl St. with trolley.
- 0.4 0.4 Turn square left on Ferry St. with single trolley. Cross branch RR.
- 0.7 0.3 End of street; jog left and immediately right with trolley across long iron bridge over Hudson River—toll 10c-15c.

Albany-Troy Section

Route 62

- 1.0 0.3 **RENSSELAER**, 4-corners; turn square right on Broadway—leaving trolley.
- 1.2 0.2 Branch road with trolley; turn left—sign, “Pittsfield 35¾ m.” Straight through 5-corners where trolley leaves to right (1.4 m). Go over RR. bridges (1.7 m & 1.9 m). Ascend grade—view of State capitol to rear. Cross trolley line (2.7 m); fine macadam through
- 5.5 4.3 **EAST GREENBUSH**, hotel on left, into
- 7.2 1.7 **SCHODACK CENTER**, hotel on right.
- 7.3 0.1 Branch road; bear right (left is **Route 61** to Pittsfield).
- 8.3 1.0 Fork; bear right, turning left over iron bridge (8.4 m).
- 9.4 1.1 3-corners, signs on tree; bear left on main road, curving right over small bridge (10.8 m). **Caution** for narrow passageway under RR. (14.8 m).
- 18.0 8.6 Branch road on left—easily missed; bear left.
(Straight ahead on Post Road is **Route 88** to Poughkeepsie.)
Outline description and approximate distances from this point to Lenox.
Straight ahead across trolley into
- 18.8 0.8 **VALATIE**. Turn left around trolley station, across bridge and through Main St. Turn right through covered bridge and follow poles on main road into
- 24.0 5.2 **CHATHAM**. Take right fork past hotel, after crossing RR. turn sharp left at foot of steep hill, on direct road into
- 28.0 4.0 **NEW CONCORD**. Ascend hill beyond cross-roads through several hamlets.
- 31.5 3.5 Signpost; turn right to
- 35.5 4.0 **STATE LINE**; bear right across RR.
- 36.9 1.4 3-corners; station on left; curve right across iron bridge into
- 37.0 0.1 **WEST STOCKBRIDGE, MASS.**, iron watering trough at 3-corners; turn right into Main St., past P. O. (on left—37.1 m).
- 37.2 0.2 Fork; bear left—sign, “Stockbridge 5 m.” Fine gravel.
- 40.0 2.8 Fork; bear left through covered bridge (40.4 m), bearing right to
- 40.6 0.6 Monument at end of street; turn left into
- 42.1 1.5 **STOCKBRIDGE**, monument at 4-corners.
Red Lion Inn, ahead on right.
Heaton Hall.
Morrissey’s Garage, Pine St.
Turn square left and follow directions given in **Route 45** to
- 54.7 0.0 **PITTSFIELD, MASS**, North, East, South & West Sts.
Hotel Wendell, on left.
Central Auto Garage, in rear of hotel.
Pittsfield Auto Garage, 328 North St.
The Maplewood, ahead on North St.
For city map, see page 188.
For diverging routes, see Index map, Pittsfield Section, Vol. 2.

Ask Mr. Foster

At all of my offices I give out reliable information to automobile tourists. My offices are equipped with maps, tour books and printed data of many sorts, relative to foreign and domestic tours, hotels, road conditions, laws, shipment of cars, interesting routes. My assistants know this work; they travel extensively and are able to give information that is definite and satisfactory. All information is free. No fees are ever asked or accepted.

Ask Mr. Foster

NEW YORK, Flatiron Building Arcade,
5th Ave. and 23d St. and Broadway.

PHILADELPHIA, Chestnut and 12th
Sts., in Acker Quality Shop.

WASHINGTON, 14th Street, opposite
New Willard Hotel.

ATLANTIC CITY, on the Boardwalk.
BRETTON WOODS (White Mnts.,)
in Hotel Mount Washington.

Pasadena, California. Jacksonville, St.
Augustine, Daytona, Palm Beach, Miami
and Tampa, Florida. Havana and Cam-
aguey, Cuba.

Albany-Troy Section

Route 62A—Pittsfield, Mass., to Albany, N. Y.—52.7 m.

Route map, page 216

Reverse route, No. 62

A circuitous alternate route via Chatham. Average dirt roads beyond W. Stockbridge.

MILEAGES

Total Intermediate

0.0	0.0	PITTSFIELD , North, South, East & West Sts.
		South with trolley on South St.—fine macadam, past Aspinwall Hotel (over to right—6.0 m) into
6.6	6.6	LENOX . Monument at 4-corners, turn square right around Curtis Hotel , on left. Lenox Garage , Summit Ave. Morse Garage , Church St.
8.2	1.6	Fork; keep right on west side of L. Mahkeenac or Stockbridge Bowl.
10.5	2.3	INTERLAKEN . Again turn right past Lake Averie to
14.5	4.0	WEST STOCKBRIDGE . Iron watering trough at 3-corners; turn right across wood bridge.
14.6	0.1	3-corners; turn left along RR., crossing tracks at State Line station (17.0 m). Again cross RR., then direct, keeping left through hamlets of Canaan Center, N. Y., and Canaan.
23.5	8.9	Fork with signpost. Take left over hill through
24.5	1.0	NEW CONCORD, N. Y. Follow RR. with right turn across tracks into
28.5	4.0	CHATHAM . Avoid left fork at Claverack and Hudson. Follow main road with telephone poles, going through covered bridge into
32.7	4.2	VALATIE . Turn right around trolley station, coming into Albany Post Road at reverse fork (on left—34.7 m), Bear right through 4-corners (36.9 m), curving right through narrow passageway under RR. (37.9 m). Curve left immediately beyond small bridge (42.9 m).
43.2	10.5	3-corners; signs on tree. Bear right— caution for sharp right curve (43.9 m), crossing under iron bridge (44.1 m).
44.4	1.2	Fork; keep left.
45.5	1.1	SCHODACK CENTER . End of road; bear left.
		Route 61A from Pittsfield, comes in from right.
47.2	1.7	EAST GREENBUSH . Cross trolley and go over RR. bridges (50.8 m & 51.0 m). Straight through 5-corners (51.3 m); trolleys come in from left.
51.5	4.3	End of road; turn right on Broadway.
51.7	0.2	RENSSELAER . Turn square left with trolley across long bridge over Hudson River—toll 10c and 15c.
52.0	0.3	End of bridge; jog left and immediately right with trolley, crossing branch RR. into Ferry St.

Safeguards trolley passengers



See page 14

Albany-Troy Section

Route 64

52.3 0.3 Turn square right on Pearl St., with trolley.

52.7 0.4 **ALBANY**, State & Pearl Sts.

The Kenmore, North Pearl St., near State.

Ten Eyck, State St., near Capitol.

Hampton Hotel, State St. & Broadway.

Taylor Automobile Co., 35 Orange St.

Ketchum's Garage, Washington St. & Northern Blvd.

Albany Garage Co., 30 Howard St.

For city map and points of interest, see Albany Section, page 213.

For diverging routes, see Index map, Albany Section, page 211.

For through connections, see Trunk-line Index map, page 1B.

THE RENSSELAER TROY N. Y.

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Grill Room, Public and Private Restaurants, Rooms en Suite with Baths Garage Opposite Hotel

Also Hotel La Reine, Bradley Beach, N. J.

JOHN McCLENN, H. A. McGRANE

Route 64—Troy, N. Y., to Pittsfield, Mass.—39.8 m.

Route map, page 216

Reverse route, No. 64A

Over Taconic Mountain via East Nassau; fine macadam all the way.

Descriptive Outline—Troy, a manufacturing city, noted for manufactures chiefly of collars and shirts, and for its laundries. In the Public Library is a statue of Emma Willard, and the Rensselaer Polytechnic Institute is famous as an engineering school. Our route starts at the Soldiers' and Sailors' Monument in Washington Square, and leaving via Congress St., trolley is followed to Wynantskill, an old Dutch village. At Averill Park (21.7 m) are several hotels and places of amusement. At Alps, a picturesque option is offered over the hills to Stephentown and through Lebanon Springs (see Route 61.)

MILEAGES
Total Intermediate

(For this and other routes, see Troy city map, opposite.)

0.0 0.0 **TROY**, Monument, Broadway & River Sts. South on River St., bearing left into First St. 2 blocks.

0.2 0.2 Turn square left into Congress St. past Court House on right (0.3 m).

Route 64

Albany-Troy Section

- 0.6 0.4 Jog right and left upgrade—still Congress St., joining trolley (from right—0.7 m).
- 1.1 0.5 Fork; curve left with trolley into Brunswick St.
- 1.4 0.3 Fire station ahead on right; turn square right with trolley across bridge over Poesten Kill into Pawling Ave., brick paving ends (13.9 m): Continue on stretch of poor road—trolley leaves to right (14.5 m).
- 15.5 14.1 **WYNANTSKILL.** Straight ahead through village.
- 16.4 0.9 Road house in fork; bear right on fine macadam.
- 20.2 3.8 Fork; bear right on macadam—sign, "Pittsfield 20 m." Pass Sand Lake (on left—21.1 m), curving left into
- 21.7 1.5 **AVERILL PARK,** hotel on right. Straight through on macadam into
- 22.4 0.7 **SAND LAKE,** P. O. on right at diagonal 4-corners; turn right with macadam past Crooked Lake (on right—24.9 m).
- 25.4 3.0 Brown barn in fork; sign, "Pittsfield"; bear right on macadam—leaving poles. **See note a.** Descend long easy grade (30.9 m).
- 31.6 6.2 End of road; curve left.
- 31.7 0.1 Branch road at schoolhouse; turn right on macadam across small concrete bridge into
- 32.1 0.4 **EAST NASSAU,** P. O. on left.
- 32.3 0.2 Hotel on left; curve right across iron bridge, keeping right at fork beyond.
- 33.1 0.8 Curve sharp left on macadam across RR. near Brainard station (33.2 m). Pass **Riverdale Farm** (on left—35.0 m) and West Lebanon P. O. (on left—35.8 m) through
- 38.4 5.3 **NEW LEBANON CENTER,** P. O. on left. Follow directions given in Route 61 to
- 50.8 0.0 **PITTSFIELD, MASS.**

The Wendell Hotel, on left.

The Maplewood, 4 blocks ahead on North St.

Central Auto Station, adjoining The Wendell.

Pittsfield Auto Garage, 328 North St.

For city map, see page 188.

For diverging routes, see Index map, Pittsfield Section, Vol. 2.

Note (a)—Optional route via **Stephentown.** At brown barn in fork (25.4 m) keep left through Alps (28.4 m). Direct up very hilly road. At fork (29.9 m) bear right upgrade, shortly descending steep hill. At fork (31.8 m)—white church on left—bear right downgrade, with poles. Direct across iron bridge and RR. (34.0 m) into **Stephentown** (34.1 m). At cemetery in fork (34.5 m) bear right at end of road (34.9 m); turn right with poles, which follow on direct dirt road into **Lebanon Springs** (39.6 m). Straight ahead, joining regular route at 3-corners (40.2 m).

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EXTENDED TOUR USE **Graphic Trunk-Line Chart**

Albany-Troy Section

Route 64 A

Route 64A—Pittsfield, Mass., to Troy, N. Y.—39.8 m.

Route map, page 216

Reverse route, No. 64

Over Taconic Mountain via East Nassau, with variant Pittsfield to Alps, note (a); fine macadam all the way. Descriptive outline in Route 44.

MILEAGES

Total Intermediate

0.0	0.0	PITTSFIELD , North, South, East & West Sts.
		Follow directions given in Route 61A to
12.4	12.4	NEW LEBANON CENTER . Straight ahead on macadam, past West Lebanon; P. O. on right (15.0 m) and Riverdale Farm (on right—15.8 m).
16.9	4.5	Fork; bear left, crossing RR. near Brainard station (17.6 m).
17.7	0.8	Prominent right-hand road; turn sharp right on macadam, sign "Troy 21 m." Cross iron bridge (18.4 m).
18.5	0.8	EAST NASSAU , end of road in front of hotel; curve left past P. O. (on right—18.6 m).
19.1	0.6	End of road; curve left.
19.2	0.1	Red barn in fork; curve right—sign "Troy 19½ m." Up long, easy grade on fine new macadam. Pass reverse fork (on left—25.4 m—option via Stephentown comes in). Pass Crooked Lake (on left—25.9 m) direct macadam into
28.4	9.2	SAND LAKE , P. O. on left at diagonal 4-corners; turn left into
29.1	0.7	AVERILL PARK , hotel on right.
29.2	0.1	Fork; bear right on macadam, past 2 churches (on left—29.3 m), and Sand Lake (over to right—29.7 m).
30.6	1.4	End of road; bear left on macadam through
35.3	4.7	WYNANTSKILL . Join trolley (from left—36.3 m) and follow tracks on stretch of poor road, becoming brick paving (36.9 m—Pawling Ave.).
38.4	3.1	End of street at fire station (on left); turn left with trolley, curving right into Congress St., past Prospect Park (on left—38.9 m). Where trolley turns left (39.0 m) keep straight ahead downgrade.
39.2	0.8	Jog right and immediately left—still Congress St. Pass Court House (on left—39.5 m).
39.6	0.4	Turn square right on 1st St. and onto River St., past Hotel Rensselaer (on right).
39.8	0.2	TROY, N. Y. , Monument, River St. & Broadway.

For city map, see page 222.

For diverging routes, see Index map, Albany-Troy Section, page 211.

Note (a)—Optional route via Stephentown—From prominent 3-corners at foot of mountain (9.9 m), curve right into Lebanon Springs (10.5 m). Taconic Inn. At fork in front of P. O. bear left with poles, shortly descending grade. At fork (14.3 m) bear left with poles; bear right at next fork (14.5 m) and cross small iron bridge (15.0 m). At fork (15.2 m) bear left through Stephentown (16.0 m), straight ahead across RR. (16.1 m) and iron bridge (16.3 m). Avoid right-hand road just beyond (which is Route 332 to Hoosick Falls). At fork (16.5 m) bear right—leaving poles—heavy line comes in from right (16.8 m). Very hilly road, but good surface and easily followed through Alps (22.7 m). At fork in front of hotel (24.2 m), keep right, joining regular route (from left) at reverse fork (24.7 m).

Route 67

Albany-Troy Section

Route 67—Troy, N. Y., to Bennington, Vt.—31.3 m.

Route map, opposite

Reverse route, No. 67A

About one-half macadam; balance fair to good dirt.

(For this and optional exits, see Troy city map, page 222.)

MILEAGES Total Intermediate

0.0	0.0	TROY , Monument, Broadway & River Sts. East on Broadway, with trolley, past P. O. (on left).
0.2	0.2	Turn square left into 5th Ave., leaving trolley—caution for crossing of several RR. tracks at grade (0.4 m). Pass stone church with clock tower (on right—0.7 m).
0.8	0.6	Meeting trolley turn square right on Hoosiek St., and follow trolleys on stone and brick paving—trolley ends (2.2 m). Straight ahead through
4.7	3.9	CENTER BRUNSWICK , pump at irregular 4-corners; curve slightly right through town, avoiding right-hand macadam (5.7 m) into
10.8	6.1	RAYMERTOWN . Straight ahead across new Tomhannock Reservoir (11.7 m) into
13.9	3.1	PITTSTOWN , 5-corners; bear slightly right, keeping left of blacksmith shop in fork, immediately beyond.
16.1	2.2	BOYNTONVILLE . Straight through diagonal cross-roads, coming to bad rocky stretch (17.3 m). Go through 4-corners at Potter Hill (18.9 m), descending grade through picturesque gorge (21.5 m).
22.5	6.4	Fork; bear left on macadam (right leads to Pittsfield , See Vol 2). Also see note (a) for connection to Williamstown . Cross iron bridge (22.4 m).
22.9	0.4	3-corners; turn right through 2 covered bridges—sign. "Bennington 8 m." Cross RR. at Hoosiek station (23.4 m) and through prominent 4-corners (23.6 m). Cross RRs. (25.9 m & 26.7 m), descending grade (27.1 m), past right and left-hand roads. Again cross RR. (28.1 m), curving left at private estate (29.1 m).
30.3	7.4	4-corners; turn left into
30.4	0.1	BENNINGTON CENTER, VT.

The Walloomsac, on left at 4-corners.

Battle Monument in view ahead. Turn square right down-grade across RR. (30.6 m). Join trolley (from left—31.0 m); cross RR. (31.2 m) into

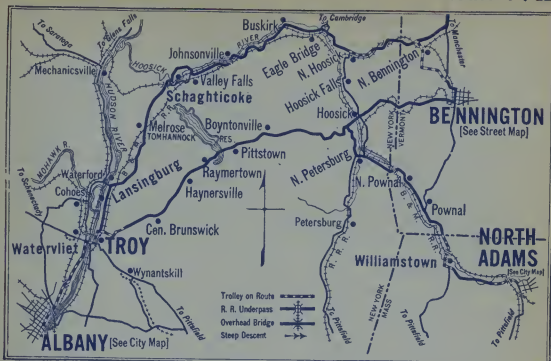
31.3 0.9 **BENNINGTON, VT.**, Main, North & South Sts.

Putnam House, on right.

Blue Book Garage, Main & Silver Sts.

For diverging routes, see Index map, Bennington Section, Vol. 2.

Note (a)—For Pownal and Williamstown. At fork (22.5 m) bear right into North Petersburg (24.8 m). Turn square left at hotel across RR. (25.0 m) and through poor covered bridge just beyond. Pass through two more covered bridges and cross two RRs. (27.3 m and 28.1 m) into North Pownal (28.6 m)—flagpole in front of hotel. Turn square right along RR., past station (on right—29.2 m). Follow main road into Pownal (32.0 m), 3 corners at small bridge. Connecting for Williamstown and Pittsfield.



Map of Routes 67, 67 A, 68 and 68 A.

Route 67A—Bennington, Vt., to Troy, N. Y.—31.3 m.

Route map above

Reverse route, No. 67

About half macadam; balance fair-to-good dirt roads. For descriptive outline see Route 67.

MILEAGES

Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | BENNINGTON , Main, North & South Sts.; west on West Main St., with trolley, across RR. (0.1 m). Where tracks leave to right, keep straight ahead across RR. (0.7 m), keeping to right of old stone church in fork immediately beyond into |
| 1.0 | 1.0 | BENNINGTON CENTER , watering trough at end of road, Walloomsac Inn ahead on left; turn square left (right leads to Battle Monument). |
| 1.1 | 0.1 | Turn immediately right at 4-corners beyond hotel, curving right at private estate (2.2 m). Cross RR. (3.2 m) and pass small monument (on left—4.5 m). Cross RRs. (4.6 m & 5.4 m) through prominent 4-corners (7.7 m) and cross RR. at Hoosick, N. Y., station (7.9 m). Go through covered bridges (8.2 m & 8.4 m). |
| 8.5 | 7.5 | 3-corners; curve left on macadam (right leads direct to Burlington). Cross iron bridge (8.9 m), avoiding left-hand road (9 m)—where connection from Pownal comes in through picturesque gorge (9.8 m); through 4-corners in small hamlet of Potter Hill (12.0 m). Avoid left-hand road (13.1 m); cross weak wood bridge (13.4 m) and over poor rocky stretch (14.0 m) into |
| 15.2 | 6.7 | BOYNTONVILLE, N. Y. , irregular 4-corners in small hamlet; straight through. Avoid left fork (15.6 m); keep right on main road across small bridge (16.0 m). |

Route 68

Albany-Troy Section

- 17.4 2.2 **PITTSTOWN**, 5-corners; bear left at white church, crossing bridge over Tomhannock Reservoir (19.7 m) on new macadam into
- 20.5 3.1 **RAYMERTOWN**, hotel on right; straight through, avoiding right fork (21.7 m), curving slightly left through
- 26.6 6.1 **CENTER BRUNSWICK**. Pick up trolley (29.1 m) and follow tracks on brick and stone pavements.
- 30.5 3.9 5th Ave.—asphalt cross street; turn square left, keeping to left of stone watering trough in fork; cross several tracks at grade (30.9 m).
- 31.1 0.6 Meeting trolley turn right into Broadway to
- 31.3 0.2 **TROY, N. Y.**, monument at Broadway & River St.

Hotel Rensselaer, First & River Sts.

For city map and points of interest, see page 213.

For diverging routes, see Index map, Albany-Troy Section, page 211.

For through connections, see Trunk-line Index map, page 1B.

Route 68—Troy, N. Y., to Manchester, Vt.—55.6 m.

Route map, page 227

Reverse route, No. 68A

Via Eagle Bridge, with optional route via Cambridge, Note (a), and connection to Bennington, Note (b). Macadam about half way; balance good natural gravel and dirt.

Descriptive Outline—Leaving **Troy** via 5th and 6th Aves., a beautiful drive past Rensselaer Park (2.8 m), we follow the line of the proposed New York-Montreal International highway, which is being gradually improved. Passing through several old Dutch settlements, we come into **Schaghticoke**, then follow the valley of the Hoosic River, which turns south at **Eagle Bridge** toward the Berkshires. Here we bear left through **North Hoosick**, connected by trolley with Bennington. At **North Bennington**, a short run will take us into **Bennington**. Our route follows the RR. north through Arlington—views of Green Mountains on our right—into Manchester.

- 0.0 0.0 **TROY, N. Y.** From monument, Broadway & River Sts., east on Broadway, with trolley, past P. O. (on left).
- 0.2 0.2 Turn square left into 5th Ave.—leaving trolley. **Caution** for crossing several RR. tracks at grade (0.4 m). Cross Hoosick St. (0.8 m).
- 1.0 0.8 Poor road ahead; turn right into Rensselaer St.
- 1.1 0.1 Turn left into 6th Ave., past Rensselaer Park (on right—2.8 m); cross 12th St. (3.1 m). (For **Waterford** and **Cohoes** connections, see city map, page 222.) Straight across 24th St. at blacksmith shop (on left—4.1 m).
- 4.2 3.1 Stone watering trough at 5-corners; turn diagonally left under RR. (4.6 m).
- 4.7 0.5 Fork; bear left on new macadam upgrade, with poles.

TRUFFAULT-HARTFORD
SHOCK ABSORBER

Will prevent your friends in the tonneau feeling the vibration. Get the genuine at once and make the tonneau comfortable
Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Albany-Troy Section

Route 68

- | | | |
|------|-----|--|
| 6.4 | 1.7 | Fork; turn left with poles; macadam ends (6.9 m). |
| 9.2 | 2.8 | MELROSE , flagpole and tree in fork; bear left, keeping straight ahead under RR. (9.6 m). Good dirt road; go through covered bridge (12.3 m) onto macadam, which follow across long wooden bridge over RR. (13.1 m). Cross long iron bridge over Hoosie River (13.5 m). |
| 13.6 | 4.4 | End of road just beyond, turn square left. |
| 13.7 | 0.1 | SCHAGHTICOKE , hotel in fork; red brick church (on left); bear right on good dirt road. |
| 14.0 | 0.3 | Diagonal 4-corners; turn right, bearing right at end of street (14.6 m). |
| 14.9 | 0.9 | Fork; bear right. |
| 15.3 | 0.4 | Right-hand road; turn square right on macadam—sign. "Valley Falls $\frac{3}{4}$ m." |
| 15.7 | 0.4 | End of road, yellow brick house on right; turn square right across iron bridge over Hoosie River, and cross RR. into |
| 15.9 | 0.2 | VALLEY FALLS , P. O. on right at 4-corners; turn square left on dirt road, becoming macadam (16.2 m). Cross RR. (18.4 m) and go under 2 RR. bridges (18.8 m) into |
| 19.0 | 3.1 | JOHNSONVILLE , P. O. on right; cross 2 RRs. (19.3 m). |
| 19.4 | 0.4 | Fork; bear left with poles on good dirt road. |
| 20.0 | 0.6 | Diagonal 4-corners; turn left with poles under RR. (20.2 m); cross RR. (21.2 m, 21.7 m & 23.7 m), coming on macadam (24.0 m). |
| 26.1 | 6.1 | EAGLE BRIDGE , white church on left; straight ahead across iron bridge over Hoosie River. |
| 26.6 | 0.5 | Fork; bear right downgrade (left on macadam leads across condemned bridge, fall 1909). Go through covered bridge (26.9 m) and cross RR. just beyond, ascending steep hill to |
| 27.2 | 0.6 | End of road; turn square right. |
| 29.5 | 2.3 | End of road; turn right across long iron bridge over Little White Creek into |
| 29.9 | 0.4 | NORTH HOOSICK , trolley comes in from right. Straight ahead, with trolley, past East Hoosie Hotel (on right—30.9 m). Trolley leaves to right on private way (31.4 m). Join trolley (from right—32.4 m) and go under RR. (32.5 m); caution for sharp left curve through covered bridge (33.3 m) with sharp right curve beyond, under RR. (33.5 m). |
| 33.9 | 4.0 | 3-corners; turn right with trolley—sign, "North Bennington." Cross RR. (35.1 m). |
| 35.6 | 1.7 | NORTH BENNINGTON, VT. , RR. crossing just ahead; turn square left, leaving business center over to right. For Bennington, see note (b). Cross RR. (37.3 m). |

Route 68A

Albany-Troy Section

- 37.5 1.9 **SOUTH SHAFTSBURY**, end of road in small village. Turn left across RR.; station (on left—37.6 m). Follow poles on direct road across RR. at Shaftsbury station (on right—42.4 m).
- 43.3 5.8 Fork; bear right with poles across small wooden bridge, and cross RR. (44.9 m) into
- 47.5 4.2 **ARLINGTON**. Route from Saratoga comes in from left. Straight ahead.
- 47.6 0.1 Fork, flagpole on right; bear left along RR. through covered bridge (48.4 m); avoid right-hand road (49.1 m), which is poorer way into Manchester. Ascend long grade; past fine residences, descending into
- 55.6 8.0 **MANCHESTER, VT.**, Hotel Equinox on left. "MacNaughtan's," south end of village.

For diverging routes, see Index map, Manchester Section, Vol. 2.

Note (a)—Optional route via Cambridge. From end of road (27.4 m) turn square left (regular route turns right. At 3-corners (27.9 m) curve right on macadam, bearing right at fork (31.2 m). At fork (32.3 m) keep left to 4-corners; yellow hotel on left. Turn square right and follow **Route 214** to **Manchester**.

Note (b)—For Bennington. At **North Bennington** (35.6 m) keep straight ahead across RR. to 4-corners, center of village (35.9 m). Turn right with trolley, curving left with tracks at 4-corners (37.1 m). Straight through 5-corners, with trolley (39.2 m). At fork (39.5 m) bear right—leaving tracks; go through covered bridge (39.8 m), curving left at 4-corners just beyond. Cross iron bridge, trolley and RR., entering via North St. to **Bennington** (41.2 m). **Putnam Hotel**, Main and South Sts., **Blue Book Garage**, Main and Silver Sts.

Route 68A—Manchester, Vt., to Troy, N. Y.—55.6 m.

Route map, page 227

Reverse route, No. 68

Via Hoosick Falls and Eagle Bridge; fair-to-good dirt roads; macadam entering Troy; with connection from Bennington, Note (b). Descriptive outline in Route No. 68.

MILEAGES

Total Intermediate

- 0.0 0.0 **MANCHESTER**, monument; run south on main thoroughfare.
- 0.4 0.4 Bear right upgrade, left is poorer route to Arlington. Descend steeper grade and curve left across bridge (6.2 m). Go through covered bridge (7.2 m) into
- 8.0 7.6 **ARLINGTON**, flagpole on left; keep straight ahead. Right-hand road (8.1 m) is optional route via Cambridge.
- 10.6 2.6 Fork; keep left across RR., recrossing tracks at Shaftsbury station (on right—13.2 m). Direct road, some waterbars and numerous small bridges.
- 17.9 7.3 Fork; keep left across RR. at station (18.0 m) into
- 18.1 0.2 **SOUTH SHAFTSBURY**, right-hand road; turn square right across RR. Follow direct road to
- 20.0 1.9 **NORTH BENNINGTON**, end of road near RR.; turn square right.

Left across RR. leads through business center to **Bennington**. Cross RR. (20.5 m), joining trolley (from left—20.6 m).

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Albany-Troy Section

Route 68A

- 21.7 1.7 3-corners; turn left with trolley, passing under RR. (22.1 m), **caution** for sharp left curve through covered bridge (22.3 m). Go under RR. (23.1 m), immediately crossing trolley—**caution**.
- 23.2 1.5 Fork; bear right—leaving trolley. Cross RR. (23.3 m), small bridge (23.6 m). Pass East Hoosick P. O. (on left—24.7 m) into
- 25.7 2.5 **NORTH HOOSICK, N. Y.**, trolley leaves to left. Straight ahead cross long iron bridge over Little White Creek (26.0 m).
- 26.1 0.4 Fork; bear left.
- 28.4 2.3 Left-hand road; turn left down winding grade, across RR. (28.7 m). Through covered bridge just beyond and ascend grade. Cross iron bridge (29.4 m) into
- 29.5 1.1 **EAGLE BRIDGE**, white church on right; straight ahead with poles on macadam, which ends (31.7 m). Cross RR. (31.9 m, 33.9 m & 34.4 m). Curve left under tracks (35.4 m).
- 35.6 6.1 Diagonal 4-corners; bear right with poles, again crossing RR. (36.2 m & 36.3 m) into
- 36.6 1.0 **JOHNSONVILLE**, P. O. on left.
- 36.7 0.1 Fork; bear left under RR., immediately keeping left under another RR. (36.8 m).
- 37.0 0.3 Fork beyond cross-roads; bear right across RR. (37.2 m) into
- 39.7 2.7 **VALLEY FALLS**, P. O. ahead on right at 4-corners; turn square right across RR. and iron bridge over Hoosick River.
- 39.9 0.2 Left-hand road beyond yellow brick house; turn square left.
- 41.0 1.1 Fork; bear left.
- 41.6 0.6 Diagonal 4-corners; bear left into
- 41.9 0.3 **SCHAGHTICOKE**, hotel on right.
- 42.2 0.3 Right-hand road; turn square right across long iron bridge, ascending steep grade beyond. Follow macadam; cross long wooden bridge over RR. (42.6 m). Go through covered bridge (43.1 m); macadam ends. Go under RR. (46.0 m), coming on new macadam (48.9 m).
- 49.2 7.0 End of road; turn right with poles; under RR. (50.9 m).
- 51.4 2.2 Stone watering trough at 5-corners; turn diagonally left into 6th Ave.; cross 12th St. (52.5 m).
- 54.5 3.1 Turn square right on Rensselaer St.

HAVOLINE
OIL
 FOR AUTOMOBILE LUBRICATION

See
 Page 12



Route 72

Albany-Troy Section

- 54.6 0.1 Turn square left into 5th Ave.; caution for several RR. tracks at grade (55.2 m).
 55.4 0.8 Turn right into Broadway. Pass P. O. (on right) to
 55.6 0.2 **TROY, N. Y.**, monument at intersection of River St.

Hotel Rensselaer, River & First Sts.

For city map, see page 222.

For diverging routes, see Index map, Albany-Troy Section, page 211.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—From Bennington—From North, South and Main Sts., Bennington, run north on North St. Cross RR. and iron bridge; pass Soldiers' Home (on right—0.8 m). Cross RR., trolley and iron bridge (1.0 m). At 4-corners (1.3 m) curve right through covered bridge, joining trolley (from right—1.7 m). Straight through 5-corners, with trolley (2.0 m). At 4-corners just beyond iron bridge (4.1 m) curve right with trolley, to 4-corners at **North Bennington** (5.3 m); P. O. ahead on left. Turn left, with trolley, across RR. (5.5 m). Join regular route from **Manchester** just beyond (5.6 m).

Route 72—Albany to Schenectady and Saratoga Springs, N. Y.—37.6 m.

Route map, page 381

Reverse route, No. 208

Macadam to Schenectady; good dirt road to Ballston; balance macadam.

MILEAGES

Total Intermediate

- 0.0 0.0 **ALBANY**, State & Pearl Sts. North on State St., with trolley, upgrade.
 0.2 0.2 Fork in front of Capitol grounds, curve right and immediately left with trolley into Washington Ave. Pass State Capitol (on left—0.3 m).
 0.7 0.5 Small park in fork; bear right with trolley on Central Ave., brick paving, becoming macadam (2.4 m). Go under RR. (3.6 m). Straight road, with trolley, becoming State St. Curve right at small park (on left—14.8 m).
 15.0 14.3 **SCHENECTADY**, RR. viaduct. **The New Vendome Hotel** on right.

Glen's Restaurant, 422 State St.

Mohawk Hotel & Baths, to left on Center St.

Close Bros. Garage, one block left on Smith St.

Burtiss Garage, 134 Barrett St.

Go under RR. past **Edison Hotel** (on right) and cross canal bridge (15.1 m).

- 15.4 0.4 End of street; turn square right with trolley on Washington Ave. across iron bridge over Mohawk River—toll 10c. Avoid left-hand road with branch trolley just beyond (15.8 m). Straight ahead, across small iron bridge (16.2 m). **Caution** for right turn under RR. trestle and cross trolley (16.8 m). Go over RR. bridge just beyond (16.9 m).
 17.5 2.1 Fork; bear right with heavy line of wires through prominent cross-roads (19.6 m). Avoid left-hand road (20.8 m).
 22.1 4.6 Fork just beyond iron bridge in small hamlet; bear right—sign "Saratoga 14 m" through

Albany-Troy Section**Route 73**

- 23.3 1.2 **BURNT HILLS**, P. O. on left at 4-corners. Straight through
- 24.6 1.3 3-corners; turn left—sign "Saratoga 12 m".
- 26.8 2.2 4-corners, white house ahead on right; turn square right.
- 27.4 0.6 4-corners, schoolhouse on left; turn square left across small iron bridge (28.6 m) and cross double trolley line (29.1 m). Straight through diagonal cross-road at scales (29.8 m) into Church Ave.
- 30.7 3.3 End of street; jog right and immediately left into Milton Ave. downgrade across RR. (30.8 m) into
- 30.9 0.2 **BALLSTON**. Intersection of Front St.; straight ahead with trolley across Washington St. Where trolley turns right, keep straight ahead across small iron bridge (31.1 m).
- 31.2 0.3 Just beyond large iron bridge turn right on Saratoga Ave.
- 31.3 0.1 3-corners; curve left across trolley, coming on macadam (31.7 m). Go over RR. bridge (33.0 m).
- 35.4 4.1 End of road; turn right across stone bridge, keeping left across RR. (35.5 m).
- 35.6 0.2 4-corners; curve left on Ballston Ave.; cross trolley (37.0 m).
- 37.1 1.5 5-corners; turn diagonally left on Broadway past Monument (on right—37.3 m).
- 37.6 0.5 **SARATOGA SPRINGS**, Broadway & Lake Ave. P. O. ahead on right.

United States Hotel, Broadway.

Hotel American-Adelphi, Broadway.

Grand Union Hotel, Broadway.

U. S. Hotel Garage, rear of U. S. Hotel.

Ketchum's Garage, Broadway, near Union.

For city map, see Saratoga Section, page 381.

For diverging routes, see Index map, Saratoga Section, page 379.

For through connections, see Trunk-line Index map, page 1B.

Route 73—Troy to Saratoga, N. Y.—17 m.

Route map, page 381

Reverse route, No. 208, Note (a)

Direct route via Latham's Corners, connecting at Schenectady with succeeding route No. 77, for Amsterdam, Little Falls, Herkimer, Utica and the West. This short connecting route not revised for 1910.

- 0.0 0.0 From Broadway, principal thoroughfare of Troy, go down 5th Ave. one block; then right into State St. (asphalt) four blocks to 1st St. Turn left down 1st St., one block to Congress St. and right on Congress St. to bridge across the Hudson River (13c toll).



MICHELIN STOCKISTS
SEE PAGE 10



Do not turn left with Albany trolleys, but cross Erie canal at once, keeping 19th St. **straight out**, practically one macadam thorofare to Schenectady. Trolleys leave the road once, returning to it a few blocks beyond, continuing afterward all the way, through Latham's Corners and past hamlet of Niskayuna.

Mostly good, but poor in a few spots; **special caution** at bad "gulf curve" of both road and trolley, beyond Niskayuna. Where car-tracks turn left entering Schenectady, keep straight ahead from the macadam of the "Troy Road" into the fine asphalt of Union St. Direct past Public Library and lower edge of Union College grounds, into the down-town business district (city map, page 239).

17.0 17.0 **SCHENECTADY.**

Mohawk Hotel and Baths, Center St. near State.

The Edison, at RR. station.

The New Vendome, State St., east of RR. station.

Glen's Restaurant, 422 State St.

Close Bros., 405 Smith St., Garage.

Burtiss Garage, 134 Barrett St.

39.6 Follow directions in Route 72 to

SARATOGA SPRINGS, Broadway & Lake Ave.

Route 74—Albany to Saratoga, N. Y.—39 m.

Route map, page 381

Reverse route, No. 210

Via Latham's Corners, COHOES, Waterford, MECHANICVILLE and Malta—alternate to the Albany-Saratoga lines through either Troy or Schenectady. Mostly State macadam, Albany to Mechanicville, and some good road just below Saratoga; several poor stretches on the middle portion of the route.

MILEAGES
Total Intermediate

0.0 0.0

(For this and optional exits, see Albany city map, page 213.)

ALBANY, State & Pearl Sts., about midway between State Capitol and downtown business center.

Ascend "Capitol Hill"—stone blocks—bearing right (2-10 m) in front of Capitol grounds and first left (3-10 m) into Washington Ave., direct to small park in fork (7-10 m). Straight ahead with trolleys to **next right-hand street**, turning 90° right (8-10 m) over brick paved highway viaduct, direct to branching of roads at entrance to parkway (1.5 m); turn left, curving right just beyond (1.6 m) past left-hand road (1.8 m) and over RR. viaduct (1.9 m).

Continue through next 4-corners (2.2 m) to irregular 4-corners (2.4 m; here—small metal sign, "Schenectady"—turn left through hamlets of Loudenville (4.5 m) and Newtonville (5.9 m) to intersection of trolley line at Latham's Corners (7.6 m). **Straight ahead over car-tracks**, on State Macadam, slowing down for sharp right

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turn (8.7 m), thence on winding macadam to fork (9.9 m), where keep to left, immediately across stone bridge onto stretch of dirt road (1908).

Curve right (10.4 m) into Columbia St., Cohoes, asphalt (10.8 m), to small park (on left—11.3 m); here (to avoid cobble stone pavement straight ahead), take next left beyond park one block on Walnut St., and next right (11.4 m) on Younglove Ave. Continue to end of Younglove Ave. (11.6 m), turning left past depot (11.7 m), winding under RR.; cross iron bridge to end of street (11.8 m), turning left downgrade to stone pavement, crossing canal bridge (12 m) and along Ontario St., to center of

12.1 12.1 **COHOES**, City Hall, Ontario & Main Sts.

Direct over bad RR. crossing to intersection of Saratoga Ave. just beyond; turn left with trolleys (12.2 m) on Saratoga Ave., which follow over iron bridge (12.5 m), thence on brick pavement into Waterford. Cross iron bridge (13.7 m), curving right (13.8 m) over second iron bridge (13.9 m) to principal 4-corners (trolleys branch 4 ways), center of

14 1.9 **WATERFORD**, Broad & 3rd Sts. (City map, page 222.)

Turn 90° left up 3rd St., crossing RR. tracks (14.4 m), and running along the Hudson River—**caution** for high-speed trolley crossings (16.7 m & 18.8 m); pass large Power House (on right—20.4 m), following car-tracks into S. Main St., Mechanicville. Direct on S. Main St., to left turn with single-track trolley at Manufacturers' National Bank on corner (22.4 m) into Park Ave.; cross iron bridge (22.5 m) **to but not over RR. tracks**, at

22.6 8.6 **MECHANICVILLE**,

Turn right along RR. to right hand road (a short distance beyond—22.8 m); turn right over RR. tracks and small iron bridge (23 m) to end of street at Saratoga Ave. (23.1 m), where turn left on fair-to-poor dirt road. Continue direct for over 5 miles, passing small lake (on left—28.3 m) to cobblestone house at forks of 3 roads, Maltaville (28.7 m); here—to avoid steep hill straight ahead—turn right, and next left (28.8 m) up 8% grade.

Continue straight ahead through hamlet of Malta (30.9 m) and through prominent 4-corners (32.6 m); just beyond (32.8 m) descend short 10% grade—waterbars—ascending long 8% grade (33.6 m). Pass numerous roads on right and left, turning sharp left across stone bridge

\$7⁷⁵ “Nightingale” Whistle \$7⁷⁵

Complete

Complete

IN TOWN FOR RIGHT-OF-WAY ON ROAD

Route 75

Albany-Troy Section

(35.3 m) and immediately right; pass right-hand road (36.1 m—leading to Saratoga Lake), keeping right on main road at fork just beyond, into Broadway, Saratoga. Descend slight grade, straight ahead past monument (on right—38.7 m) through hotel and business center of

39 16.4 **SARATOGA**, Town Hall, Broadway & Lake Ave.

United States Hotel, Broadway.

Grand Union Hotel, Broadway.

Hotel American-Adelphi, Broadway.

Ketchum's Garage, Broadway, near Union.

U. S. Hotel Garage, rear of U. S. Hotel.

For city map and points of interest, see Saratoga Section, page 381.

For diverging routes, see Index map, Saratoga Section, page 379.

For through connections, see Trunk-line Index map, page 1B.

Route 75—Troy to Saratoga Springs, N. Y.—30 m.

Route map, page 381

Reverse route, No. 210, Note (a)

Via North Troy, Waterford, MECHANICVILLE and Malta. Mostly State macadam from Upper Troy to Mechanicville, and some good road just below Saratoga; several poor stretches on the middle portion of the route.

(For this and optional exits, see Troy city map, page 222.)

MILEAGES
Total Intermediate
0 0

TROY, State & River Sts.

Start nearly east on State St., past City Hall (on right—2-10 m) to intersection of 5th Ave. (3-10 m); turn left on 5th Ave., crossing Broadway (trolleys—4-10 m), straight ahead over dangerous RR. tracks (6-10 m) to Rensselaer St. (1.2 m). Turn right on Rensselaer St. one block and next left (1.3 m) into 6th Ave., thence straight ahead (same thoroughfare called 5th Ave. in upper Troy) 7-10 m to cross-street with frame churches on opposite corners (2 m).

Here turn left one block on 1st St. to 2nd Ave. (trolleys), turning right (2.1 m) on brick pavement. Continue with car-tracks, curving left (4.6 m) through the long covered bridge over the Hudson River (10c. toll) into Broad St., Waterford; cross RR. (5.9 m) to intersection of 3rd St. just beyond, center of

5 5 **WATERFORD**, Broad & 3rd Sts.

Follow directions in Route 74 to

30.0 25.0 **SARATOGA SPRINGS**, Broadway & Lake Ave.

United States Hotel, Broadway.

Grand Union Hotel, Broadway.

Hotel American-Adelphi, Broadway.

Ketchum's Garage, Broadway, near Union.

U. S. Hotel Garage, rear of U. S. Hotel.

Albany-Troy Section

Route 77

Route 77—Albany to Utica, N. Y.—95.0 m.

Route map, page 240

Reverse route, No. 249

Main thorofare westbound through the Mohawk Valley, via SCHENECTADY, AMSTERDAM, Fonda, LITTLE FALLS and Herkimer, entering Utica via Deerfield; connecting at Deerfield if desired, for Rome without going into Utica.

Macadam and a straight road Albany to Schenectady. From Schenectady through Amsterdam to East Creek there is considerable rough and frequently narrow dirt road, with occasional improved stretches; then State Macadam again for the last 30 miles to Utica.

MILEAGES
Total Intermediate

(For this and optional exits, see Albany city map, page 213.)

0.0 0.0 **ALBANY**, State & Pearl Sts., about midway between State Capitol and downtown business center.

Ascend "Capitol Hill"—stone blocks, bearing right (0.2 m) in front of Capitol grounds and first left (0.3 m) into Washington Ave., direct to small park in fork (0.7 m). Continue straight ahead with interurban trolleys into Central Ave.—pavement for 2 miles, then macadam to Schenectady city line.

Run under N. Y. C. RR. (3.7 m) and through small village (4.3 m); thence direct for several miles, same thoro-



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SUPERB SCHENECTADY

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The Place:

GLENN'S

RESTAURANT
GRILL &
CAFE

422 State Street, SCHENECTADY, N. Y.

One Door from Railway Waiting Room

Centre of Business District

Garage in rear or four doors above

"A quaint and cozy place and the food is unsurpassed"

THE EDISON HOTEL

SCHENECTADY, N. Y.



Centrally located, opposite N. Y. C. Depot. The largest and best appointed hotel in the city. Headquarters for commercial travelers and tourists. Within three minutes' walk of all garages in the city. American Plan, \$2.50 to \$4.00 per day.

EDWIN CLUTE, PROPRIETOR

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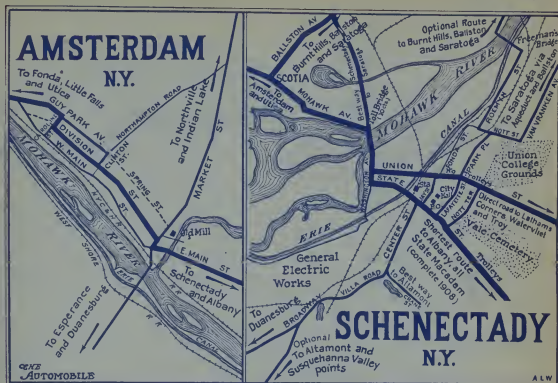
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One block from all hotels. The FINEST and best EQUIPPED garage in the state. Special accommodations for lady tourists. Fireproof. Gasoline, oils, sundries. Tires of all sizes. Repairing particularly. Storage for over 200 machines. Representing Buick, Knox and Waverley Electric Cars.



fare becoming State St., Schenectady. Meeting city pavement (13.0 m) continue on same all way with trolleys past small park (14.8 m) to RR. viaduct, business center of

15.0 15.0 **SCHNECTADY**, State St. at RR. viaduct.

Edison Hotel, at RR. station.

The New Vendome, State St., east of RR. station.

Mohawk Hotel and Baths, S. Center St., near State.

Glenn's Restaurant, 422 State St.

Close Bros., Garage, 405 Smith St.

Burtiss Garage, Barrett St., near State St.

Pass under viaduct and cross canal bridge (15.1 m), following trolleys on stone pavement to end of State St. (15.4 m); here turn square right on Washington Ave., direct across long iron bridge over Mohawk River (15.6 m—10c toll) to branching of trolleys at end of bridge (15.8 m). Turn **left**, curving right with tracks (16.3 m), straight ahead through village of Scotia (16.6 m); where local trolley line ends (17.0 m) continue direct over West Shore RR. (19.2 m) and high speed trolley (19.5 m).

Caution for high-speed trolley crossing (20.1 m), thence straight ahead past Rectors (small) station (20.3 m); leaving ear-tracks to right (20.9 m) follow main-traveled road, curving right over RR. bridge (22.6 m) and immediately left. Cross small iron bridge in woods (22.8 m), direct past Hoffmans (24.2 m); thence on narrow dirt road along RR., passing under RR. trestle (27.3 m) and over single track (29.2 m). Picking up trolley at edge of city (29.7 m), follow them on E. Main St. (brick) to intersection of Market St., business center of



Diagram of the Trunk-Line highway through the Mohawk valley, connecting

THE WARNER Amsterdam's Leading Hotel AMSTERDAM, N. Y.

ALL MODERN IMPROVEMENTS

AMERICAN PLAN

RATES:—\$2.50 AND \$3.00 PER DAY

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Daye's Garage NEW, FIREPROOF Rear Hotel Warner Amsterdam, N. Y.

BARNES HOTEL CO.

H. H. SCHUYLER, Manager

AMSTERDAM, N. Y.

EUROPEAN PLAN

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TELEPHONES IN EACH ROOM

ELEVATOR

UP-TO-DATE, FIREPROOF GARAGE IN REAR OF HOTEL

GREENE & WARNICK GARAGE

AMSTERDAM, N. Y.

Just in rear "New Hotel Barnes" on Market Street

OPEN DAY AND NIGHT

PACKARD MOTOR CARS

Particular attention to Tourists, Complete Repair Shop and Qualified Mechanics, New Two-Story Building, 75 Car Storage Capacity.

Full Line Diamond, Goodrich & Fisk, Clincher, Q. D. and Bolted-on Tires
Complete Line Automobile Sundries, Oils, Presto Tanks, etc.

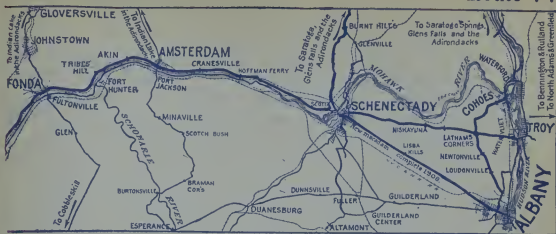
WARD HOUSE ST. JOHNSVILLE, N. Y.

THOROUGHLY REMODELED

Up-to-date in every particular. Steam Heat and Electric Lights in
Every room. Every comfort offered to the Traveling Public.

Both Telephones.

E. G. GEARY, Proprietor.



Albany and Troy to Schenectady, Amsterdam, Little Falls, Herkimer and Utica.

30.8 15.8 **AMSTERDAM**, Main & Market Sts.

Hotel Warner, Main St.

Barnes Hotel.

Daye's Garage, rear Hotel Warner.

Greene & Warnick Garage, rear Hotel Barnes.

Turn right on Market St. and next left (30.9 m) into Division St.; thence with trolley on brick pavement exactly 1 mile to Caroline St. (31.9 m—no sign, 1909; small grocery store on corner). Turn right on Caroline St. and next left into Guy Park Ave., direct west; cross high speed trolleys (32.9 m & 33.5 m), running straight ahead past Aiken station (on left—33.8 m)—**caution** for left curve at fork (34.0 m) over concrete trolley bridge and right immediately beyond.

Pass brick Power House (on left—35.4 m), ascending Tribes Hill—10% grade—with dangerous crossing of high-speed trolleys midway (35.8 m); pass through hamlet of Tribes Hill at top of grade (36.1 m), taking **left** at fork just beyond (36.2 m—right goes to Johnstown). Cross trolley tracks again (36.3 m), passing left-hand road (36.5 m); thence on fine surfaced road down (37.5 m) long, steady grade, crossing small iron bridge at foot (38.2 m), direct to center of

41.5 10.7 **FONDA**, RR. station on left.

Run through, but at fork on edge of town, **leave trolleys to right, taking left** over iron bridge (41.8 m) and single track RR. (F. J. & G. steam line); thence on stretch of fine gravel. Cross branch RR. track (46.7 m), straight ahead past Yosts station (on left—46.8 m), narrow, rough dirt road along RR. and river for several miles; pass

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FACTORIES
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Bragg
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CAPABLE OF GREAT MILEAGE

Route 77

Albany-Troy Section

Sprakers station (on left—50.0 m), winding around brow of hill (51.2 m).

Cross small wood bridge (51.6 m), passing right-hand road (52.5 m) direct into the village of Palatine Bridge (52.9 m—bridge on left crosses Mohawk River to Canajoharie—**Hotel Wagner**). Continue direct west on worn macadam to hamlet of Nelliston (55.9 m; a left turn at this point leads to Fort Plain on the south side of the Mohawk River).

Avoiding right-hand fork, run straight ahead on rough stony dirt road, across iron bridge (58.3 m) and past old

BAGG'S HOTEL

ESTABLISHED 1794 **UTICA, N. Y.** AMERICAN PLAN

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T. W. & D. M. JOHNSON

THE NEW \$600,000 **HOTEL UTICA**, UNDER SAME MANAGEMENT
OPENS 1911

Westcott Garage Company

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UTICA, NEW YORK

OFFICIAL BLUE BOOK STATION

TOURISTS' HEADQUARTERS

REPAIRING

STORING



LOZIER
HUDSON

Turn West at City Hall

CHALMERS
"30" and "40"

Albany-Troy Section

Route 77

stone church (Palatine Church, on left—58.4 m) into St. Johnsville; **Ward House**. Jog slightly left through center of town (61.9 m), crossing small bridges (62.1 m, 62.8 m & 64.5 m); 0.6 mile beyond (65.1 m) curve left through covered bridge (East Canada Creek—65.2 m), thence straight ahead on macadam, with long, easy downgrade (67.5 m).

Caution for bad left curve under RR. and immediately right (70.6 m) past Suspension Bridge on left just beyond; continue along river **slowing down** for bad right turn under RR. (71.7 m) and immediately left. Pass under 2nd RR. trestle (71.8 m) ascending rough 10% grade to trolley loop (72 m); run straight ahead past park, curving left (72.1 m) on E. Main St., to center of

72.4 30.9 **LITTLE FALLS**, Main St., at business center.

C. A. Ross Motor Car Co., 40 W. Main St.

Continue out W. Main St. on brick pavement to end of same (73.4 m), thence straight ahead on main road—bad trolley crossings (73.5 m, 76 m & 78 m); $\frac{1}{2}$ mile beyond (78.5 m) descend 8% grade, curving left over two iron bridges (78.8 m & 78.9 m). Follow poor dirt road—Albany St.—across branch RR. (79.2 m) to intersection at right angles with Main St., Herkimer (depot on left); here turn right.

79.4 7.0 **HERKIMER**, Main St. at Albany St.

Palmer House.

CONNECTION TO POINTS NORTH OF HERKIMER: Tours from Mohawk Valley points bound for Trenton Falls, Boonville, Watertown and the Thousand Islands, will save considerable distance and avoid some poor road by turning north at Herkimer. Complete running directions and odometer mileages have not yet been compiled for this cut-off; but the main road (reported as easily found and followed), skirts the West Canadian Creek from Herkimer through Middleville, Newport and Poland to Trenton Falls, from which point connection is made for Boonville, Watertown, etc.

Follow Main St. (north) 0.3 mile, turning square left (79.7 m) between church on right and jail on left into Church St., straight out; cross small bridge (80.3 m), curving left immediately beyond. Striking macadam (80.5 m) keep same on winding grades past Ilion station (on left—82.1 m) and past left-hand road crossing bridge to Frankfort village (on left—84.4 m).

Continue direct past road on right (86.7 m), across several small bridges and through hamlet of West Schuyler (90.3 m); picking up trolleys (92.6 m) follow them all way to central 4-corners, Deerfield village (93.6 m).

At Deerfield it is possible to continue straight ahead on macadam into the Rome road, picking up the Utica-Rome schedule No. 242. This makes a route from Deerfield to Rome, or from Deerfield to Syracuse through Rome, without going through Utica.

Turn left with car-tracks, which keep through toll-gate (93.9 m—autos alone exempt), crossing iron bridge over

Route 79

Albany-Troy Section

new channel Mohawk River (94.1 m) and bridge over old channel (94.6 m). Straight ahead over many RR. tracks,* N. Y. C. RR. and through Baggs Sq. (94.7 m); picking up car-tracks again at this point, follow same over canal bridge (94.9 m) to business center of

95.0 15.6 **UTICA**, Genesee & Bleecker Sts., business center.

* Very dangerous grade crossing (1909) to be replaced by an overhead viaduct, probably in 1910.

Baggs Hotel, Baggs Square.

St. James Hotel, Whitesboro St., near Genesee St.

Wescott Garage Co., Cornelia & Cooper Sts.

Bender Garage Co., Park Ave. & Elizabeth St.

For city map, see Utica Section, page 434.

For diverging routes, see Index map, Utica Section, page 433.

For through connections, see Trunk-line Index map, page 1B.

Route 79—Albany to Indian River, N. Y.—113.5 m.

Route map, page 407

Via Tribes Hill and Northville; principally macadam to Northville; balance hilly dirt road.

0.0 0.0 **ALBANY**, State & Pearl Sts.

Follow directions given in Route 77 to

36.2 36.2 **TRIBES HILL** Hotel on right at 3-corners; turn right upgrade—sign "St. Johnsville 6 m"—grade becoming steeper (37 m) coming on stretch of macadam (39 m to 41 m). Cross old trolley line (41.2 m) into E. State St.

41.7 5.5 End of street; turn diagonally left on E. Main St.,

41.9 0.2 **ST. JOHNSTVILLE**. Intersection of Perry St. Meeting trolley turn square right on Perry St. past Fair Grounds (on right—42.6 m) and cross RR. (42.7 m). Continue

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The Leading Hotel of Central New York

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The only Fireproof Hotel in the City. American Plan. Rates, \$2.50 to \$3.50

The New Windsor Hotel

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American and European Plan. Special Attention to Automobile Tourists

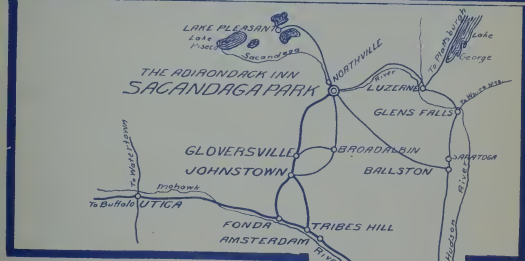
J. WM. MEYER, PROPRIETOR

ALL ROADS LEAD TO SACANDAGA PARK

"THE GEM RESORT of the NORTH"
IN THE ADIRONDACKS



ADIRONDACK INN



The Adirondack Inn

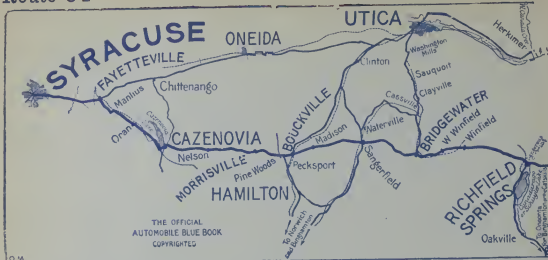
Rooms ensuite, with or without private bath. House
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GARAGE, HOTEL ORCHESTRA (Three Concerts Daily)
FINE GOLF LINKS AND CLUB HOUSE

Golf, Dancing, Boating, Bathing. Beautiful Mountain Scenery:

SEE OFFICIAL READINGS OF ROADS ON PAGES 244 AND 390

Fonda . . .	to Sacandaga Park, 24.6 Miles	Albany . . .	to Sacandaga Park, 61.5 Miles
Tribes Hill . . .	" " 25.4 "	Saratoga . . .	" " 36.5 "
Utica . . .	" " 78.1 "	Lake George . . .	" " 61.7 "



Map of the main-traveled route between Albany and Syracuse, N. Y., via Schenectady—alternate to the Albany-

beyond (17.1 m), keep to right on Altamont Ave.—State macadam, curving sharp right (17.8 m) through prominent corners with signs (17.9 m) and under RR. (18.1 m) to next cross-roads (18.7 m).

Turn 90° left with State macadam, straight ahead under RR. (19.3 m), **caution** for bad grade crossing (view obstructed—20.3 m) to end of macadam (21.3 m—fall 1908); thence direct ahead to end of road (22 m). Turn 90° left

SHARON SPRINGS, N. Y.

Pavilion, Hotel, Cottages and New Bath House, Open June 23, '10

The Celebrated White Sulphur Springs Bathing Establishment Open May 18 1910

Highest award at Paris Exposition 1900, and St. Louis Exposition in 1904

THE BADEN BADEN OF AMERICA

Ranks with the best water cures in the world. The air is pure and tonic, and free from malarial impurities. Sulphur Baths, Pine Needle Baths, Douches, Inhalations, Nausea Steam Massage and Dry Hot Air for the treatment of Rheumatism, Gout, Skin and Nervous Diseases, Nasal Catarrh and Diseases of the Respiratory Organs, Malaria and Heart Diseases. Garage and good roads booklets free.

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MANSION HOUSE

Sharon Springs, N. Y.

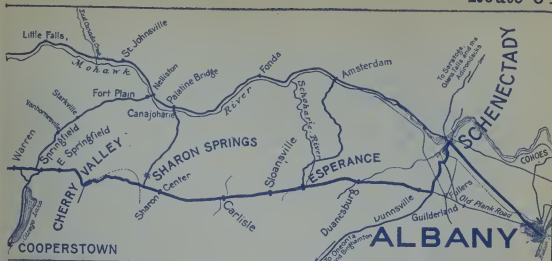
OPEN ALL THE YEAR

Centrally Located, on Main Street

American Plan Hotel

Automobile tourists served at any reasonable hour

MRS. J. W. SHARPE, Proprietress



tady, Sharon Springs, Cherry Valley, Richfield Springs, Bridgewater and Cazenovia; Syracuse route via Utica.

(sign, "Altamont 5 m"), taking right fork just beyond (22.1 m) with sharp right curve (22.2 m) through prominent cross-road (22.7 m—the Albany-Sharon Springs direct line).

Here turn 90° right on the Cherry Valley Turnpike, running through covered wooden bridge (22.8 m) and through Dunnsville (24.2 m). Continue straight ahead through diagonal 4-corners at Duaneburg (30.6 m), crossing RR. tracks—station on left (30.8 m).

Pass under RR. tracks (31.2 m) to fork (31.8 m—church on right). Here bear left—**caution** for bad waterbars downgrade (36 m), running through covered wooden bridge (37 m), bearing left immediately beyond through

37.2 22.2 **ESPERANCE.**

Keep main thorofare through Sloanville (40.9 m), crossing iron bridge (41.2 m), and continue up long grade with bad waterbars and rocky surface through Carlisle (46.8 m). Cross iron bridge (51.1 m) and continue upgrade to top of hill (52.8 m—fine views of the surrounding country), thence through Sharon Center (54.4 m) to southern edge of

56.4 19.2 **SHARON SPRINGS.**

[Parties wishing to stop in Sharon Springs (**Pavilion Hotel**, or **Mansion House**), or make connection to Canajoharie, should turn right downgrade at this point].

For Richfield Springs and points west keep left at fork shortly beyond (56.5 m—iron watering trough in center). Cross RR. tracks at station (56.8 m) and avoid left-hand road $\frac{1}{2}$ -mile beyond, keeping main thorofare to 3-corners (58.7 m).

Bear right upgrade—**caution** for sharp left curve at top of same; from 61.2 m one of the best views in the State may be had. Continue down long grade keeping straight through Cherry Valley (64 m)—**caution** for sharp left and right curves upgrade (64.5 m). Follow telegraph poles

Route 81

Albany-Troy Section

through East Springfield (68.6 m), Springfield (70.6 m) and Warren (74.3 m) to park on right (City map, page 455).

77.5 21.1 **RICHFIELD SPRINGS**, center of town.

The Berkeley-Waiontha, Main St.

The Tuller, Main St.

Run west on Main St., keeping right at fork (77.9 m), crossing iron bridge and RR. tracks (78.6 m), immediately running upgrade over bad waterbars to fork (84.5 m). Bear left with telegraph poles through East Winfield (86.6 m), crossing RR. tracks and bridge (86.9 m), thence on main thorofare through West Winfield (88.8 m) and



Berkeley-Waiontha Hotel

Richfield Springs, N. Y.

Corner Main and Lake, Opposite Spring Park

THE GREAT WHITE SULPHUR SPRING BATHS
FOR RHEUMATISM, GOUT AND KINDRED DISEASES

Hotel newly refurnished and refitted. Otis elevator of the latest modern type. New sun parlor. Matchless Cuisine. Tennis Courts and Golf Links under Hotel Management. Every requisite for personal comfort and restful enjoyment.

First-Class Garage in Connection

BERKELEY-WAIONTHA HOTEL



The Tuller

1860-1910

Richfield Springs, N. Y.

Oh, you A-u-t o-mo-bil-ist?
We are doing business at the
old stand, because

We Do Not Overcharge!

Best Rooms { Single \$3.00
Double 5.00
Bath \$1.00 Extra

Open June 1 to Oct. 1

Allen J. Bloomfield, Mgr.

Albany-Troy Section

Route 81

across 2 RR. tracks—station on right (9.7 m), to Bridge-water (92.3 m).

Two miles beyond keep right fork—sign, "Sangerfield" downgrade, bearing slightly left across iron bridge (95.4 m), thence along either side of park, Sangerfield (99.9 m). Cross RR. tracks (100.1 m), and keep right fork immediately beyond to fork (104.5 m—road to left leads to Hamilton).

Here bear right through Madison (105.9 m), crossing RR. tracks (108.9 m) to first 4-corners this side of canal, center of Bouckville (109.1 m). [Road to the right leads to Clinton and Utica; road to the left leads to Hamilton and Norwich].

Cross bridge over canal and keep main thoroughfare through diagonal 4-corners at Pine Woods (110.3 m), shortly beyond bearing left across RR. tracks (110.8 m). Cross second RR. tracks at Morrisville station (112 m); continue up steep grade, shortly descending same through

114.5 37.0 MORRISVILLE.

Cross iron bridge and follow telegraph poles through Nelson (118.5 m); cross RR. tracks and iron bridge (125.5 m) to

135.6 11.1 CAZENOVIA, center of town.

Keep straight west on Main St., to end of street (125.9 m), where turn left, bearing right immediately after crossing small iron bridge shortly beyond. Cross RR. tracks (126.8 m—station on left) and turn immediately right. upgrade alongside Cazenovia Lake. Cross RR. tracks again (130 m), and bear slightly left with telegraph poles immediately beyond.

Keep straight through Oran (131.9 m), meeting trolleys from left (133.7 m) and following same past St. Johns School (on right—134.1 m). Bear left with trolleys (134.3 m) to center of Manlius (134.8 m). Turn right with trolleys, and follow same past toll house (136.2 m—toll 3 cents), keeping with same all way to center of

137.6 12.0 FAYETTEVILLE.

Curve left at foot of grade across iron bridge (137.7 m), following trolleys through tollgate (139.8 m—4c toll); cross canal bridge (140.3 m), through 2nd tollgate (142.5 m—8c toll), keeping straight ahead uphill where car-tracks leave to right (143.1 m). At top of grade cross trolley, descending into East Genesee St., Syracuse, meeting car-line (143.7 m).

The other
man is glad
to hear it



Route 83

Albany-Troy Section

Bear left diagonally with same, keeping on right (north) side of long, narrow park (144.5 m) to a break in the direct line of E. Genesee St. at Fayette (small) park (144.9 m). Jog right and next left, then diagonally right ahead, crossing N. Y. C. RR. (145.1 m) to S. Salina St., center of

145.2 7.6 **SYRACUSE**, S. Salina & E. Genesee Sts.

The Onondaga, Warren & Jefferson Sts.

Yates Hotel, E. Genesee & Montgomery Sts.

O'Donnell's Grill, Clinton & Fayette Sts.

Bissell's Garage, 109 S. State St.

For city map, see Syracuse Section, page 479.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.

Route 83—Albany to Oneonta, N. Y.—84.9 m.

Route map, page 254

Reverse route, No. 267

Fine State macadam to West Berne; balance fair to good dirt road.

MILEAGES
Total Intermediate

0.0	0.0	ALBANY , State & Pearl Sts. Start west on State St., up Capitol Hill—steep grade.
0.2	0.2	Fork; bear left—leaving trolley—still on State St.
0.7	0.5	Meeting double trolley turn square left on Lark St., past brick church (on right—0.8 m).
1.0	0.3	5-corners, Dana Memorial ahead; bear slightly left with trolley into Delaware Ave.—trolley ends.
2.8	1.8	Branch road at cemetery and end of trolley; bear right downgrade on macadam.
3.2	0.4	3-corners; curve left; (right leads across iron bridge). Follow macadam through small settlement, and cross RR. (4.3 m). Pass Delmar P. O. (on left) and continue straight ahead on fine macadam; caution for left curve (8.7 m) and right curve (8.9 m), road becoming winding and very hilly into
12.9	9.7	CLARKSVILLE , P. O. on left; straight ahead.
13.3	0.4	Immediately after crossing small wooden bridge turn right on macadam, avoiding right fork with trolley.
14.9	1.6	Irregular 4-corners; keep left on macadam; poles bear right on old road to Berne. Ascend very steep winding grade over mountain—fine views.
17.3	2.4	Prominent macadam fork; bear right—sign "Berne 7½ m."
20.3	3.0	End of road; turn square left into
20.7	0.4	EAST BERNE , P. O. on right; straight ahead; Pass white church (on right—20.8 m).
21.7	1.0	3-corners; curve right on macadam.
24.4	2.7	End of road; turn square left into

CENTRAL HOTEL**WORCESTER, NEW YORK****RATES: \$2.00 AND \$2.50 PER DAY****HEADQUARTERS FOR
AUTO TOURISTS****New Garage on Premises****EXPERT MECHANIC—
SUPPLIES, ETC.****PARROTT HOUSE, SCHOHARIE, N. Y.****First-class in every respect, Steam Heat, Electric Lights, Etc.****At County Seat on Valley Route from Albany to Binghamton; also to
Catskill Mountains.****Scenery Unsurpassed.****E. A. HOWARD, Proprietor**

- 24.5 0.1 **BERNE**, Hotel on left; P. O. ahead on right. Turn diagonally right in front of P. O., past white church (on left—24.6 m). Cross iron bridge over Foxe Creek into
- 27.2 2.7 **WEST BERNE**, P. O. on left; straight ahead on fair dirt road, along creek, crossing iron bridge (27.8 m & 30.4 m).
- 30.9 3.7 End of road; turn left downgrade into
- 31.1 0.2 **GALLUPVILLE**. Irregular 4-corners; bear right past store and white church on left.
- 31.4 0.3 End of road; turn left with poles on winding road.
- 35.2 3.8 Red brick house on right; turn sharp right with poles—easily missed. (Straight ahead leads downgrade across iron bridge into Schoharie).
- 36.6 1.4 3-corners; bear left on short stretch of macadam over RR. bridge (37.8 m) and long iron bridge over Schoharie River (38.1 m) into
- 38.4 1.8 **CENTRAL BRIDGE**. (Small settlement). White church on right. Straight ahead upgrade with poles, avoiding right-hand road leading to station. Avoid right-hand road (42.3 m).
- 43.6 5.2 Diagonal 4-corners at top of hill; bear right with poles. Go through covered bridge (45.9 m) and cross RR. (46.0 m) into Main St.,
- 46.9 3.3 **COBLESKILL**, 5-corners; small park ahead; bear slightly right at iron watering trough around park. (Square right leads to Sharon Springs, Route 186). Cross RR. (47.4 m) and follow good dirt road across iron bridge (48.3 m).
- 48.7 1.8 Irregular 4-corners; bear right across small iron bridge direct into
- 52.5 3.8 **RICHMONDVILLE**, Westover House on left; straight through on good dirt road with stretches of sand and some grades.
- 58.7 6.2 End of road; turn square right across RR., curving left into
- 59.5 0.9 **EAST WORCESTER**, P. O. on right; straight ahead, coming on macadam (63.7 m) into

Route 84

Albany-Troy Section

- 64.2 4.7 **WORCESTER**, P. O. on left; **Central Hotel** on right. Avoid right-hand road just beyond small iron bridge (64.4 m).
- 65.3 1.1 Left-hand road; turn square left across stone bridge with poles on good dirt road, becoming macadam (70.0 m) into
- 72.9 7.6 **MARYLAND**. Hotel on left; straight ahead; macadam ends (73.7 m).
- 78.4 5.5 Fork; bear left across RR. and under tracks. **Coopers-town Junction** station (on right).
- 79.4 1.0 **COLLIERS**. Irregular 4-corners, P. O. on left; turn square left on macadam, picking up trolley (83.5 m) into
- 84.9 5.5 **ONEONTA**, Main & Chestnut Sts.

Butt's Fire-proof Garage, 240 Main St.

For city map see Oneonta Section, page 464.

For diverging routes, see Index map, Oneonta Section, page 463.

For through connections, see Trunk-line Index map, page 1B.

Route 84—Albany to Oneonta, N. Y.—91 m.

Route map, below

Reverse route, No. 268

To SCHENECTADY by the short line; thence through Altamont, SCHOHARIE, Cobleskill, Worcester, Schenevus and Cooperstown Junction. State macadam to Schenectady and most of the way to Altamont; fair-to-good dirt road with a few stretches of macadam balance of way to Oneonta—alternate to No. 83.

(For this and optional exits, see Albany city map, page 213.)

MILEAGES

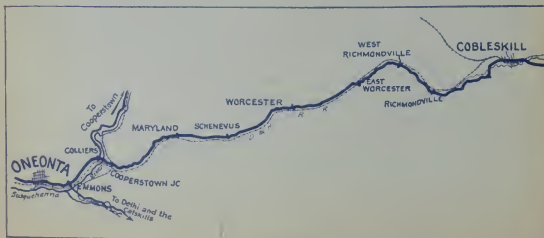
Total Intermediate

(For outlines of shorter but poorer connections from Albany to Altamont, see map, page 249.)

- 0.0 0.0 **ALBANY**, State & Pearl Sts., about midway between State Capitol and downtown business center.

Ascend "Capitol Hill," bearing right (0.2 m) in front of Capitol grounds and first left (0.3 m) into Washington Ave., direct to small park in fork (0.7 m). Continue straight ahead with interurban trolleys into Central Ave.—pavement 2 miles, then macadam to Schenectady city line.

Run under N. Y. C. RR. (3.7 m) and through small village (4.3 m); thence direct for several miles, same thorofare becoming State St., Schenectady. Meeting city



Map of the main-traveled route

pavement (13 m) continue on same all way with trolleys past small park (14.8 m) to but not under RR. viaduct. (See city map, page 321).

15.0 15.0 **SCHENECTADY**, State St. at RR. viaduct.

The New Vendome, State St., east of RR. station.

Edison Hotel, at RR. station.

Mohawk Hotel & Baths, S. Center St., near State St.

Glenn's Restaurant, 422 State St.

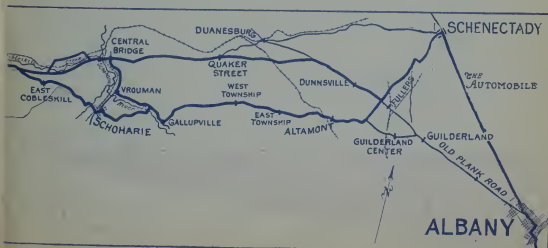
Close Bros., Garage, 405 Smith St.

Burtiss Garage, Barrett St., near State St.

Turn left on S. Center St., following trolleys on stone pavement 0.6 mile to Crane St.; here (15.6 m), turn left—leaving car-tracks—straight ahead on stone pavement up $\frac{7}{8}\%$ grade, picking up trolleys (from left—16 m). From end of car-line (16.7 m), curve right over RR. bridge (16.8 m), direct under RR. trestle (16.9 m); at 3-corners just beyond (17.1 m), keep to right on Altamont Ave.—State macadam, curving sharp right (17.8 m) through prominent corners with signs (17.9 m) and under RR. (18.1 m) to next cross-roads (18.7 m).

Turn 90° left with State macadam, straight ahead under RR. (19.3 m), **caution** for bad grade crossing (view obstructed—20.3 m) to end of macadam (21.3 m—fall 1908); thence direct ahead to end of road (22 m). Turn 90° left (sign, "Altamont 5 m"), taking right fork just beyond (22.1 m) with sharp right curve (22.2 m) through prominent cross-road (22.7 m—the Albany-Sharon Springs direct line).

Continue across wood bridge (22.9 m) and small bridge grade and down short 8% grade (23.7 m) to fork (23.9 m) (23.1 m), immediately curving sharp left up short 15% m). Here turn left across iron bridge, curving right (24.6 m) past left-hand road and over another iron bridge (24.7 m), on State macadam to end of same (26.7 m—1908), running into town of



between Albany and Oneonta, N. Y.

Route 84**Albany-Troy Section**27.2 12.2 **ALTAMONT**, 1st right-hand road before RR.

Turn 90° right, crossing iron bridge (27.6 m); at 4-corners immediately beyond turn 90° left over bad RR. crossing (27.7 m), ascending long 8%-10% grade with frequent fine views. From top (29 m) run straight ahead on fair road—rough in spots—to triple fork at hamlet of E. Township (31.2 m); take the extreme right fork direct through hamlet of W. Township (4-corners with a few houses—33.7 m).

Pass all roads on right and left, following main route—narrow and winding with various grades—over small iron bridge (37.3 m) and wood bridge (37.9 m); at fork just beyond (38 m), keep right over other small wood bridges to hamlet of Gallupville (38.9 m). Keep to right, through hamlet (Shutters Corners—40.1 m), up gradual grade (41.7 m at top), crossing iron bridge at hamlet of Vrooman* (42.7 m)* and branch RR. track (43.4 m) into

43.9 16.7 **SCHOHARIE**, Town Hall on left, business center.

* There are 2 miles of upgrade on this short route between Schoharie and Cobleskill, which may be avoided, if desired, by following the line shown on the map from the hamlet of Vrooman to Central Bridge and along Cobleskill Creek to Cobleskill. However, the grades on the line given herewith nowhere exceed 10 per cent, and usually the climb is fully recompensed by the superb views.

Run through to 3rd right-hand road beyond Town Hall, turning 90° right (44.2 m) over RR. (44.4 m) and past Fair Grounds (on right—44.5 m), crossing yellow iron bridge (Schoharie Creek—44.8 m), upgrade past right-hand road (45.1 m). At top of next short 10% grade (45.2 m) turn 90° right up longer 10% grade—fine views looking back from top hill (46 m), 2.3 miles beyond (48.3 m), run slowly down short 12% grade, curving right at foot of same into hamlet of E. Cobleskill (48.6 m).

Continue through (sign, "Cobleskill 5 m"), direct but numerous grades; at fork (50 m), keep right on main road, straight ahead through diagonal cross-roads (50.3 m). Run through covered bridge (52.6 m) and over RR. track immediately beyond, striking State macadam (52.7 m—1908); cross branch RR. (53 m) into village of

53.5 9.6 **COBLESKILL**, Augustan Hotel (on right).

Follow directions in Route 83 to Main & Chestnut Sts.

91.5 **ONEONTA**.
TRUFFAULT-HARTFORD
SHOCK ABSORBER

 Stops
 the shocks to
 machine and pocketbook

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 86—Albany to Kingston, N. Y.—59.2 m.

Route map, page 211.

Reverse route, No. 181.

Main-traveled road along the upper west side of the Hudson River through Coeymans, Ravena, Coxsackie, Athens, Catskill and Saugerties. A picturesque and interesting trip; some unimproved stretches, with occasional waterbars on the grades.

Though not nearly so much traveled as the corresponding east side route, this line is being gradually improved (especially by the building of new State Road on upper end), and for most of the way it is fully as good as the other side. It is closer to the river than the east side route, with many fine views; grades numerous and frequently steep but mostly short.

MILEAGES (For this and optional exits, see Albany city map, page 213.)
Total intermediate

0.0 0.0 **ALBANY**, State & Pearl Sts., about midway between State Capitol and lower business center.

Start down S. Pearl St., following trolley under RR. tracks (2 m) to end of line at village of Kenwood; here cross iron bridge over Normans Kill Creek (2.2 m), taking left fork immediately beyond, up and down winding grades. Keep left on main road at fork (3.6 m), crossing bridge over RR. (4 m); immediately after making bad turn across narrow iron bridge (7.6 m), ascend grade, running through hamlet of Cedar Hill (7.9 m).

Continue on State macadam for next 5 miles, curving left over iron bridge (13.1 m) into town of Coeymans (13.4 m); take first right turn up steep, winding grade, passing under RR. tracks near Ravena station (14.3 m). Keep left at church in fork (14.5 m) and also left at next fork (14.7 m), crossing bridge over RR. (16.3 m); just beyond (16.4 m) turn right, crossing RR. (dangerous grade 16.5 m) and small wood bridge (16.9 m).

Follow telegraph poles, keeping left on main road at fork (18.1 m) and right on main road at fork (21.5 m); turn left (22.7 m) immediately across weak wood bridge and over RR. track at West Coxsackie station (23.4 m). At fork a short distance beyond (23.6 m) keep right, then left at church in next fork (24.2 m), descending 10% grade to pump in street at

24.6 24.6 **COXSACKIE.**

Bear slightly right (passing road on left leading down to river); up winding grade. 2 4-10 miles out of Coxsackie (27 m) turn left; cross bridge (30 m) and narrow gauge RR. track (30.2 m) running straight ahead to central 4-corners, Athens (hotel on right—31.1 m). Turn right one block, then left (31.2 m), direct all way—rolling grades with frequent fine views to end of road at Bridget St., Catskill (35.7 m); turn right on stone block pavement down steep grade on Bridge St., to intersection at right angles of Main St.

35.9 11.3 **CATSKILL**, Main & Bridge Sts.

Grant House.

Continue straight ahead across Main St., narrow gauge RR. (36 m) and red iron bridge over Catskill Creek (36.1

m); at once descend steep grade, running straight through diagonal crossroads (36.7 m). Pass over RR. bridge (37 m), keep **left** at fork (37.3 m—right fork leads to Catskill Mt. points); fine views of the Hudson (38.6 m). Avoid right fork at brick schoolhouse (39.2 m), bearing slightly right at fork (40.2 m), following along RR. past Alsen station on left (41.7 m).

Caution for left turn under RR. (42.1 m) and immediately right; **caution** also for right turn under RR. tracks and immediately left at Cementon (43.1 m). Avoid right fork (43.2 m), running direct to hamlet of West Camp (44 m); at end of road (44.2 m) turn left to Richards country store at hamlet of Evesport (44.7 m).

Turn right, taking left at old hotel in fork immediately below; thence straight ahead over RR. bridge (45.3 m), running straight ahead through Malden 4-corners (45.8 m). Continue across iron bridge (47.1 m) to the head of Main St., Saugerties (47.4 m); turn 90° right on Main St. past High School (on left—47.7 m) to intersection of Partition St., central 4-corners of

47.9 12 **SAUGERTIES**, Main & Partition Sts.

Turn 90° left on Partition St., down 8% grade, curving slightly right (48.2 m) into South Partition St.; just beyond (48.3 m) turn 90° left across iron bridge (Esopus Creek—48.4 m). Ascend grade to end of road (48.6 m); turn right, curving left in front of church (48.7 m) to next 4-corners (48.8 m). Here again turn right, striking perfect macadam (at 49 m—1908), which continue balance of way to Kingston.

Keep right on main road at fork (50.1 m) straight ahead past right hand road (51.3 m—leading over brook) through hamlet of Glenerie (52.5 m). Curve right (55.1 m) across RR. (grade—57 m), direct over RR. bridge (59.1 m); at fork immediately beyond take either right (Albany Ave.) or left (St. James St.) to Broadway.

59.2 11.3 **KINGSTON**, Broadway at Albany Ave. & St. James St.

Eagle Hotel, Main St.

Wyltwyck Inn, 40 Main St.

Kingston Garage (James Millard & Sons), 510 Broadway.

Eagle Garage, adjoining Eagle Hotel.

Central Garage, 521 Broadway.

For city map, see **Kingston Section**, page 359.

For diverging routes, see **Index map**, Kingston Section, page 358.

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See

Page 12



Albany-Troy Section

Route 88

Route 88—Albany to Poughkeepsie—74.5 m.

Route map, page 181

Reverse route, No. 42

Main Hudson River route, connecting principal gateways into New England; in large part macadam; susceptible of great improvement in many places. For descriptive outline, see Route 42.

MILEAGES
Total Intermediate

(For this and optional exits, see Albany city map, page 213.)

0.0	0.0	ALBANY , State & Pearl Sts. South on Pearl St. with trolley.
0.4	0.4	Turn square left on Ferry St. with single trolley. Cross branch RR.
0.7	0.3	End of street; jog left and immediately right with trolley across long iron bridge over Hudson River—toll 10c-15c.
1.0	0.3	RENSSELAER , 4-corners; turn square right on Broadway—leaving trolley.
1.2	0.2	Branch road with trolley; turn left—sign, "Pittsfield 35¾ m." Straight through 5-corners where trolley leaves to right (1.4 m). Go over RR. bridges (1.7 & 1.9 m). Ascend grade—view of State capitol to rear. Cross trolley line (2.7 m): fine macadam through
5.5	4.3	EAST GREENBUSH , hotel on left, into
7.2	1.7	SCHODACK CENTER , hotel on right.
7.3	0.1	Branch road; bear right (left is Route 41 to Pittsfield).
8.3	1.0	Fork; bear right, turning left over iron bridge (8.4 m).
9.4	1.1	3-corners, signs on tree; bear left on main road, curving right over small bridge (10.6 m). Caution for narrow passageway under RR. (14.6).
17.8	8.4	Fork; keep right on main road.
18.3	0.5	Fork; bear left; pass cemetery (20.0 m), crossing trolley at station (20.4 m) into
20.6	2.3	KINDERHOOK , square and 4-corners. Kinderhook Hotel , on square. Turn square right.
22.1	1.5	Fork; bear left—sign, "Hudson."
22.6	0.5	Fork; keep right across trolley (22.8 m).
23.0	0.4	Fork; bear left on main road, keeping left through 4-corners (23.9 m) and cross trolley (24.0 m). Keep left across iron bridge (24.2 m).
24.3	1.3	Fork; curve left upgrade through
24.4	0.1	STUYVESANT FALLS . Curve right (25.9 m), winding left down hill, keeping straight ahead past bridge (on right—26.4 m). Continue through hamlet of Rossmans, caution for dangerous trolley crossing (27.1 m). Cross trolley and RR. at Stockport station (27.5 m). Avoid left fork immediately beyond, and cross iron bridge (27.6 m), and large iron bridge (27.7 m) over Kinderhook Creek; turn left with right curve upgrade.
28.0	3.6	4-corners; church on right. Turn square left through
29.7	1.7	STOCKVILLE , 4-corners.
30.0	0.3	At fork, road house on right; keep left on main road (right is shortcut to business section of Hudson, see note

Route 79

Albany-Troy Section

- with trolley across RR. again (44.8 m) into Main St., past P. O. (on left—45.2 m)
- 45.4 3.5 **GLOVERSVILLE** "Kingsborough Hotel on left. Windsor Hotel.
Gloversville Garage one block right on Washington St. Straight ahead on Main St.
- 46.3 0.9 Brick church on right at 4-corners; turn right—leaving trolley.
- 46.5 0.2 End of street; meeting trolley turn left across RR. (46.7 m).
- 46.8 0.3 Iron water trough and small park in fork; turn right—leaving trolley.
- 46.9 0.1 End of street; bear right on E. State St.
- 48.3 1.4 Irregular 4-corners near RR.; turn left on macadam.
- 48.5 0.2 End of road; turn left.
- 49.5 1.0 End of road; turn left shortly curving right past concrete hotel (on left—49.7 m) through
- 50.8 1.3 **RICEVILLE** Hotel on right.
- 51 0.2 3-corners; turn right with poles on macadam.
- 51.6 0.6 4-corners; turn left with poles on dirt road
- 51.7 0.1 End of street; turn right into
- 51.8 0.1 **MAYFIELD P. O.** on left. Pass Meyers Glove Factory (on left—51.9 m) coming on macadam (52.3 m).
- 53 1.2 Turn left with poles on winding macadam—some hills.
- 53.8 0.8 Brown Schoolhouse at diagonal 4-corners; turn right with poles through
- 56.4 2.6 **CRANBERRY CREEK**
- 56.5 0.1 Cross bridge and immediately turn left with poles—sign "Northville." Cross RR. (58.9 m).
- 60.9 4.4 4-corners; turn right with poles.
- 61.1 0.2 4-corners; turn left with poles into
- 61.3 0.2 **SACANDAGA PARK Adirondack Inn** to left on McKinley Ave.
- 61.9 0.6 End of road; turn right across long iron bridge over Sacandaga River.
Distances and directions are approximate to Indian River.
- 62.4 0.5 **NORTHVILLE.**
End of street at P. O.; turn square left on Kain St.—right leads to Saratoga. Straight ahead on east side of Sacandaga River on sandy road to
- 77 14.6 **WELLSTOWN.** Cross river and follow mountainous but good dirt road through Alvord to
- 86 9.0 **SPECULATOR.** North end of Lake Pleasant. Poor road from south and east comes in from left. Continue northwesterly—leaving Sacandaga Fish Hatchery on right and, passing between Dug Mountain Pond (on right) and Mason Lake (on left) skirt Dewey Lake (on left) and then north along west side of Indian Lake, past Sabel P. O. to
- 113.5 27.5 **INDIAN RIVER** Indian Lake House.

Route 81—Albany to Syracuse, N. Y.—145.2 m.

Route map, pages 248-9

Reverse route, No. 291

To SCHENECTADY by the short line; thence by a winding but good road to intersection of the Cherry Valley Turnpike (22.7 m). Turning west at that point, it is a nearly direct route to RICHFIELD SPRINGS, Bridgewater, Cazenovia and SYRACUSE.

Completion of State macadam between Albany and Schenectady—with no change for the better on the direct way out of Albany via the Western Turnpike—make this the preferable way to start out for Richfield Springs and points beyond (1909-1910). Though about 9 miles longer than the Western Turnpike, it is well worth the additional distance to avoid the old plank road that way; and fully as good time can usually be made.

OPTIONAL ROUTE, ALBANY TO DUNNSVILLE VIA THE OLD PLANK ROAD, GUILDERLAND AND FULLERS—undesirable: from Pearl and State Sts., continue upgrade on State St., keeping left at Capitol (0.2 m); follow State St. over cobble pavement to first entrance into Washington Park (0.9 m). Bear left into same, keeping left at large boulder, and continue to further side of park, where bear slightly right, keeping along left side of small lake to further edge of same (1.7 m). Bear left onto Hudson Ave., and follow to end of street; turn left on Partridge St., two blocks to Madison Ave. (2.2 m—trolleys).

Bear right on Madison Ave., and keep left with trolleys on Western Ave. (2.8 m). At end of brick pavement (4.7 m), keep straight ahead on Plank Road through Guilderland (9.5 m) to end of Plank Road (10.5 m). Keep straight through Fullers (12.2 m), crossing RR. tracks (12.5 m) to prominent 4-corners (14 m)—road from Schenectady comes in from right. Continue straight ahead through covered wooden bridge and through Dunnsville (15.5 m), picking up the schedule via Schenectady at 24.2 m in the main text.

For this and optional exits, see Albany city map, page 213.

MILEAGES (For outlines of shorter but poorer connections from Albany to Duaneburg, see map, page 249.)
Total Intermediate

0.0 0.0 **ALBANY**, State & Pearl Sts., about midway between State Capitol and downtown business center.

Ascend "Capitol Hill," bearing right (0.2 m) in front of Capitol grounds and first left (0.3 m) into Washington Ave., direct to small park in fork (0.7 m). Continue straight ahead with interurban trolleys into Central Ave.—pavement for 2 miles, then macadam to Schenectady city line.

Run under N. Y. C. RR. (3.7 m) and through small village (4.3 m); thence direct for several miles, same thoro-fare becoming State St., Schenectady. Meeting city pavement (13 m) continue on same all way with trolleys past small park (14.8 m) to but not under RR. viaduct.

15.0 15.0 **SCHENECTADY**, State St., at RR. viaduct.

Mohawk Hotel and Baths, S. Center St., near State St.

The New Vendome, State St., east of RR. station.

Edison Hotel, at RR. station.

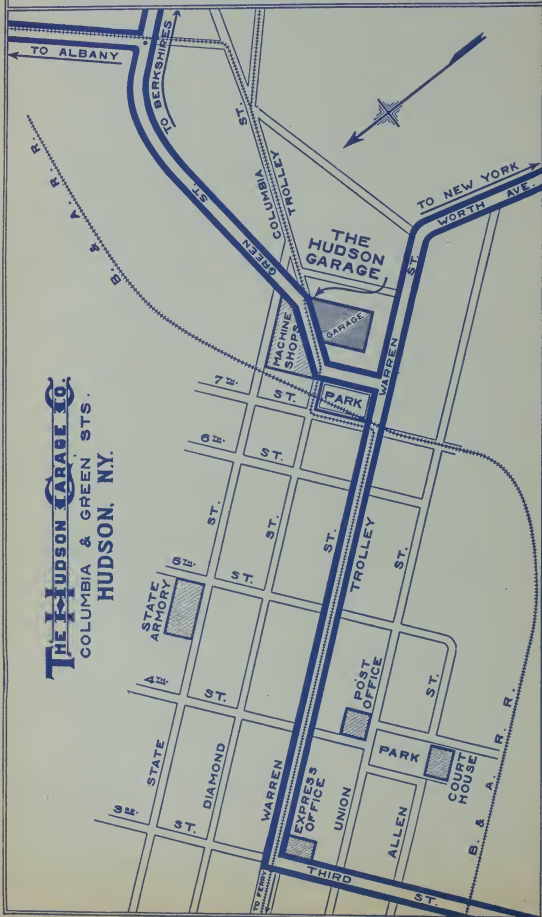
Glenn's Restaurant, 422 State St.

Burtiss Garage, Barrett St., near State St.

Close Bros., Garage, 405 Smith St.

Turn left on S. Center St., following trolleys on stone pavement 0.6 mile to Crane St.; here (15.6 m), turn left—leaving car-tracks—straight ahead on stone pavement up $\frac{7}{8}\%$ grade, picking up trolleys (from left—16 m). From end of car-line (16.7 m), curve right over RR. bridge (16.8 m), direct under RR. trestle (16.9 m); at 3-corners just

HUDSON, N.Y.



THE HUDSON GARAGE CO.
COLUMBIA & GREEN STS.
HUDSON, N.Y.

SMITH BROTHERS

Restaurant

13 and 15 Market St. **POUGHKEEPSIE, N.Y.**

Opposite Court House

Fine Confectionery

Manufacturers of Smith Brothers S. B. COUGH DROPS

- (a)). Cross RR. (32.2 m) and keep straight ahead past iron watering trough (on right—32.6 m).
- 32.7 2.7 End of road; turn right with trolley, and immediately left, crossing second trolley. (See note b for optional route to Blue Store.)
- 33.1 0.4 **HUDSON**, 3-corners; eastern edge of city. **Worth House** $\frac{1}{2}$ mile to right on Warren St. **Lisk & Petry Garage**, 405 Diamond St. **Hudson Garage Co.**, Hudson & Green Sts. On through trips bear left at 3-corners; cross RR. (34.2 m).
- 35.8 2.7 Fork; keep right through cross-roads (36.8 m); right turn leads to Greendale-Catskill ferry. Follow direct road to
- 43.3 7.5 **BLUE STORE**, 4-corners, store ahead on left; turn square right around hotel and follow poles on macadam through 4-corners at Clermont (45.3 m).
- 49.8 6.5 **UPPER RED HOOK**, 3-corners just beyond village; curve right with poles; caution for sharp left curve (50.0 m).
- 52.3 2.5 **RED HOOK**, **Hoffman Inn & Garage** on right; straight ahead through 4-corners (52.5 m) and cross RR. (53.1 m).
- 54.9 2.6 3-corners at stone church on right; curve right past cemetery (on right).
- 55.4 0.5 3-corners; curve right across small wooden bridge and RR. **Caution** for sharp right and left curve (56.5 m). Cross RR. (57.3 m) into
- 58.2 2.8 **RHINEBECK**, 4-corners. **Rhinebeck Hotel** on right. **Rhinebeck Garage** on left. Straight through on macadam. (Right leads to Rhinecliff-Kingston Ferry— $2\frac{1}{2}$ m).
- 58.7 0.5 3-corners at cemetery on right; curve left—right is River Road.
- 61.9 3.2 3-corners; bear right.
- 62.9 1.0 3-corners, stone fence; curve right, avoiding right-hand road (63.3 m) through small hamlet of Staatsburg (64.4 m) into
- 68.5 5.6 **HYDE PARK**. Straight ahead through town. See note (c) for optional route into Poughkeepsie.

Route 89

Albany-Troy Section

- 73.5 5.0 Fork; keep left across small bridge, running under Poughkeepsie bridge approach (74.1 m). Join trolley (from left) just beyond on Washington St.
- 74.4 0.9 End of street; turn left with trolley.
- 74.5 0.1 **POUGHKEEPSIE**, Main & Market Sts.

(Note special speed signs on exits from Poughkeepsie.)

Smith Bros.' Restaurant, 13 Market St.

Morgan House, Main & Catherine Sts.

Nelson House, Market St. near Main.

Van's Garage, adjoining Morgan House.

Ryder's Garage, Market St. near Nelson House.

For city map and points of interest, see **Poughkeepsie Section**, page 175.

For diverging routes, see **Index map**, Poughkeepsie Section, page 173.

For through connections, see **Trunk-line Index map**, page 1B.

Note (a)—For business center of Hudson or Ferry. Take right fork at road house (30.0 m). At stone gates (31.8 m) keep right on the dugway road, turning left (32.6 m) past pond into Carroll St. At grass triangle (32.8 m) keep right to end of road at State St. (32.9 m). Jog right and immediately left into 4th St., turning second right into Warren St., business center (33.2 m). Continue trip to New York by running southeast on Warren St. to 3-corners at intersection of Worth Ave.; turn right on regular route.

Note (b)—Option to Blue Store. Turn sharp right into Columbia St. (32.7 m) and follow trolley for short distance. At fork (33.7 m) bear right along small stream, bearing left at fork (35.3 m). Cross iron bridge and immediately right beyond. At white schoolhouse in 3-corners (37.1 m) bear right past **Humphreysville P. O.** (on left—37.3 m). Cross iron bridge just beyond, and immediately bear left with poles on winding road. At end of road (38.4 m) turn left and next right with poles (38.6 m). Pass **Livingston P. O.** (on right—41.2 m), keeping straight through 4-corners at **Blue Store** (on left—44.5 m), joining macadam and regular route.

Note (c)—Option Hyde Park to Poughkeepsie. At 4-corners, brick store (on right—68.5 m) turn square left on winding macadam. At irregular 4-corners, **East Park Hotel** on left (69.8 m) turn square right with poles. At fork (71.8 m) bear right, leaving poles—winding macadam over RR. bridge (85.2 m). Join trolley just beyond and follow tracks on Parker St., turning square left with tracks into Washington St. (76.0 m). At end of street (76.5 m) turn square left into Main St., **Poughkeepsie**, joining regular route.

Route 89—Troy to Poughkeepsie, N. Y.—80.3 m.

Route map, page 211

Reverse route, No. 14, Note (e)

A short cut through Defreestville, avoiding stretch of execrable paving between Troy and Albany.

Total Intermediate
MILEAGES

(For optional exits, see Troy city map, page 222.)

- 0.0 0.0 **TROY**, monument at Broadway & River Sts. South on River St., bearing left into First St., leaving trolley, on asphalt and stone paving. Join trolley (from left—1.4 m).
- 1.9 1.9 Turn left with branch trolley on Mill St., upgrade on brick paving. At end of trolley, straight ahead across small iron bridge (2.3 m), curving right on macadam into
- 6.1 4.2 **DEFREESTVILLE**, pump at 5-corners. End of macadam; straight through on main road, uphill with water-bars

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Albany-Troy Section

Routes 91 and 92

(7.2 m). Descend narrow, winding grade with water-bars (9.6 m); cross small iron bridge (9.7 m) and RR. (10 m).

10.1 4.0 End of road; turn left on Post Road through East Greenwich (11.3 m) into

13.0 2.9 **SCHODACK CENTER**, old hotel on right. Follow directions given in Route 88 to

80.3 **POUGHKEEPSIE**, Main & Market Sts.

Smith Bros.' Restaurant, 13 Market St.

Morgan House, Main & Catherine Sts.

Nelson House, Market St., near Main.

Van's Garage, adjoining Morgan House.

Ryder's Garage, Market St. near Nelson House.

For city map and points of interest, see page 175.

For diverging routes, see Index map, page 173.

For through connections, see Trunk-line Index map, page 1B.

Route 91—Albany to Troy, N. Y.—6.0 m.

Reverse route, No. 94.

Direct line from downtown Albany via Broadway.

Run north on Broadway—stone pavements, some asphalt—past N. Y. Central station (on right). Straight out under RR. tracks with Troy trolleys, through toll-gate (6 cents), onto macadam road, in fair-to-good condition.

Straight ahead, Erie Canal and Hudson River on right, past grounds and buildings of Watervliet Arsenal (on left). Keep with trolleys until they turn right from 19th St., Watervliet (West Troy), to Congress St. bridge (13 cents toll), into lower business section of Troy.

From bridge exit keep straight ahead one block on Congress St., to 1st St., passing Troy Club (on right). Turn left up 1st St. one block to State St. (asphalt); then ahead four blocks on State St. to 5th Ave. Turn left up 5th Ave. one block to Broadway, the principal business thoroughfare and center of the city.

6.0 **TROY, N. Y., Hotel Rensselaer**, 1st & River Sts.

Route 92—Albany to Troy, N. Y.—8.0 m.

Reverse route, No. 95

Longer line from Capitol Hill, via Northern Boulevard.

From the upper part of Albany this route is often preferred to the one just given, though a trifle longer, and the directions somewhat less clear to strangers; good macadam roads most of the way.

From State St., go up Capitol Hill (stone blocks), making right bend around Capitol into Washington Ave.—Central Ave. (one thoroughfare). One block beyond 10th Battalion Armory (on right), turn right into Knox St. (small sign, easily missed), then over high viaduct into the Northern Boulevard.

Continue on the "Boulevard" (narrow macadam) making left curve then easy right direct ahead over brick-paved viaduct above the N. Y. Central RR. Do not turn either right or left, but continue over second viaduct—still on the Northern Boulevard.

Routes 94 and 95

Albany-Troy Section

At cemetery gate (intersection of Menands Road) turn right, down long hill (crossing D. & H. RR. tracks), to double trolley line. Turn left with trolleys, at the same time intersecting the line already given (Broadway direct). Keep with trolleys until they turn right from 19th St., Watervliet (West Troy), to Congress St. bridge (13 cents toll).

From bridge exit keep straight ahead one block on Congress St., to 1st St., passing Troy Club (on right). Turn left up 1st St. one block to State St. (asphalt); then ahead four blocks on State St. to 5th Ave. Turn left up 5th Ave. one block to Broadway, the principal business thoroughfare and center of the city.

8.0 **TROY, N Y., Hotel Rensselaer, First & River Sts.**

Route 94—Troy to Albany, N. Y.—6.0 m.

Reverse route, No. 91

Direct line from Troy to downtown Albany, via Broadway.

MILEAGES
Total Intermediate

0.0 0.0 From Broadway, principal thoroughfare of Troy, go down 5th Ave. one block; then right into State St. (asphalt) four blocks to 1st St. Turn left down 1st St. one block to Congress St. and right on Congress St. to bridge across the Hudson River (13 cents toll).

From bridge exit turn left, with Albany trolleys, and follow same past Watervliet Arsenal (on left). Continue with trolleys (Erie Canal and Hudson River on left), fair-to-good macadam road. Entering Albany go under RR. tracks and pass N. Y. Central station (on left) into Broadway, direct to foot of State St. (Post Office on left, Capitol at top of hill on right), city map, page 307.

6.0 6.0 **ALBANY.**

Route 95—Troy to Albany, N. Y.—8.0 m.

Reverse route, No. 92

Longer line via Northern Boulevard.

This route is often preferred to No. 1 though a trifle longer, and the directions somewhat less clear to strangers; good macadam roads practically all the way.

MILEAGES
Total Intermediate

0.0 0.0 From Broadway, principal thoroughfare of Troy, go down 5th Ave. 1 block; then right into State St. (asphalt) 4 blocks to 1st St. Turn left down 1st St. 1 block to Congress St. and right on Congress St. to bridge across the Hudson River (13¢ toll).

From bridge exit turn left, with Albany trolleys, and follow same past Watervliet Arsenal (on left). After passing McDonald's Road House (on right), turn right up Menands Hill; at cemetery gate turn left into the Northern Boulevard.

Follow good macadam all way, crossing first the viaduct over N. Y. Central RR. then the highway viaduct

Albany-Troy Section

Route 95

into Central Ave., Albany. Turn left on Central Ave.—Washington Ave. (double trolley tracks), straight ahead on the one thorofare. Pass State Capitol (on right), bend right in front of Capitol Park and go down State St.,

8.0

ALBANY.

The Kenmore, North Pearl St., near State.

Hampton Hotel, State St., & Broadway.

The Ten Eyck, State St., near Capitol.

Ketchum's Garage, Washington St. & Northern Blvd.

Taylor Automobile Co., 35 Orange St.

Albany Garage Co., 30 Howard St.

For city map and points of interest, see Albany-Troy Section, page 213.

For diverging routes, see Index map, Albany-Troy Section, page 211.

For through connections, see Trunk-line Index map, page 1B.

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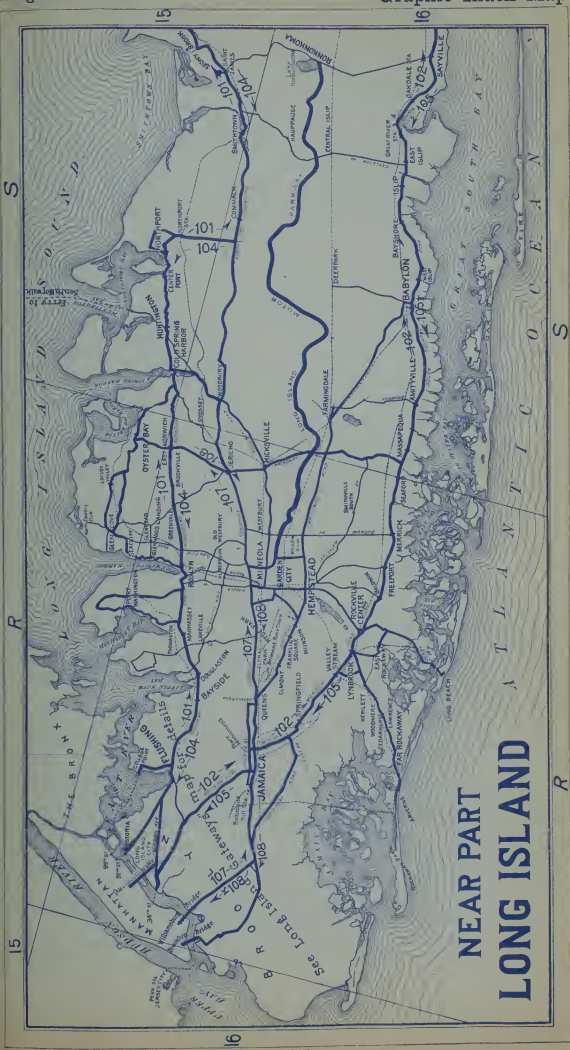
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Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EX-TENDED TOUR USE **Graphic Trunk-Line Chart**



NEAR PART LONG ISLAND

LONG ISLAND, N. Y. SECTION

Routes 101 to 130.

Points of Interest—The chief points of interest are briefly outlined at the heading of the first two routes in this section. It is planned to amplify this for ensuing editions.

Route 101—New York City Greenport, L. I.—103.9 m.

Route map, pages 266-7

Reverse route, No. 104

Via North Shore of Long Island, with short cut via Jericho, NOTE (a), Fair to good dirt roads, some macadam. For greater convenience this route is begun at Queensboro Bridge. Optional Route via Astoria Ferry.

Descriptive Outline—Crossing the magnificent bridge, which spans East River, its middle supports resting on Blackwell's Island, the tourist emerges into Long Island City, a part of the Borough of Queens, L. I. Our route takes us through many resorts along the North Shore, the largest of which is **Flushing**. Many side trips are offered as we proceed, the principal of which are given in the text. A detour will take us to **Oyster Bay**, the home of ex-President Roosevelt, and from Huntington a ferry may be taken to **Norwalk**. Many comfortable inns dot the way, and from **Port Jefferson** (57.4 m) is also a ferry to Bridgeport. At 70 m we pass Tesla's large electrical tower on the right, and in Riverhead (82 m) is a pretty little park with a quaint water tower. A mile to our right (87 m) is Great Peconic Bay, and further on we come to the boat landing at **Greenport** (103.9 m). Here a pleasant run may be made to **Orient Point**, and connection may be made to Bridgeport by steamer.

(For this and optional exits, see New York City map, page 58, and "Long Island Gateways" map, pages 270-271.)

MILEAGES		
Total	Intermediate	
0.0	0.0	LONG ISLAND CITY , Eastern end of Queensboro Bridge. Turn sharp right into Crescent St.
0.3	0.3	Turn sharp left into Nott Ave. curving slightly right through Jackson Ave. (0.4 m). At once bear left on Thompson Ave. over viaduct (0.6 m).
1.5	1.2	Proposed direct connection from bridge comes in from left. Straight through 6-corners (2 m), crossing RR. (2.7 m) on oiled macadam.
3.1	1.6	Diagonal 4-corners small business center of Winfield bear left on "Shell Road"; again bear left across Broadway trolley (3.8 m). Cross another trolley on Junction Ave. (4.7 m) through
5.1	2.0	CORONA ; 4-corners at brick church (on left).
5.9	0.8	End of road; joining trolley bear right on Jackson Ave. (Flushing Bay on left). At 4-corners (6.8 m), where trolley turns sharp left to College Point, keep straight on across RR. (6.9 m) into Broadway.
7.0	1.1	FLUSHING ; Park (on right) at intersection of Main St. Straight ahead on Broadway.
8.5	1.5	Small park in fork; bear right across RR. at Broadway—Flushing station (on left) through
10.5	2.0	BAYSIDE ; intersection of Bell Ave. Cross iron draw-bridge over Alley Creek.
12.4	1.9	LITTLE NECK . Store on right at 4-corners; straight through; avoiding left-hand road leading to Great Neck (12.8 m); through prominent 4-corners (13.7 m) and down long grade—caution for sharp left curve at bottom (14.4 m) into

Long Island Section

Route 101

- 14.6 2.2 **MANHASSET.** Fork at hotel (on left); curve right around pond upgrade through
- 15.1 0.5 **MANHASSET HILLS.** Cemetery and two churches on left. See note (c). Join trolley (from left—16.9 m—detour via Ft. Washington comes in). Follow tracks downgrade—caution for sharp right and left turns (17.3 m).
- 17.8 2.7 Stone clock tower in triangular park; curve left—leaving trolley—past pond into
- 18.0 0.2 **ROSLYN.** End of street; turn square left;
- 18.2 0.2 Stone watering trough in fork; keep right.
For Seacliff Ferry and Oyster Bay see note (d).
- 18.3 0.1 3-corners just beyond P. O.; curve right on macadam, downgrade. Caution for very winding road. Curve right under RR. (18.9 m)—caution for blind left turn beyond through small settlement (19.3 m).
- 24.8 6.5 **EAST NORWICH;** irregular 4-corners; Hotel on left. (Principal Long Island cross route, Oyster Bay to Massapequa intersects. See note (e). Straight through; sign Springs.”
- 25.1 0.3 Fork; bear left on narrow gravel road, curving slightly left through 4-corners (27.4 m). (Detour via Oyster Bay comes in from left).
- 28.1 3.0 End of road; curve left.
- 28.2 0.1 Fork; bear right downgrade past Fish Commission station (on right—28.8 m).
- 29.0 0.8 3-corners just beyond concrete bridge; turn right upgrade,, coming into Main St.
- 31.2 2.2 **HUNTINGTON;** intersection of trolley.

Huntington House on left.

Sammis & Downer Co., New York Ave., Stock Michelin Tires.

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A House-like Home

Port Jefferson, L. I.

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See page 14

Long Island Section

Route 101

- bearing slightly left through 4-corners (31.9 m) on macadam, through
- 34.4 3.2 **CENTERPORT.** Hall's Chop House on right at 4-corners.
- 34.5 0.1 End of road just beyond; turn right.
- 34.7 0.2 3-corners; curve left on macadam, along Northport Bay, winding road.
- 35.5 0.8 3-corners; bear left.
- 35.7 0.2 Hotel in fork; bear right—left is detour through Northport village—upgrade on good gravel.
- 36.5 0.8 End of road; meeting trolley turn square right and follow tracks across RR. at Northport station (on right—38.1 m). Straight ahead through numerous cross-roads.
- 40.4 3.9 4-corners; yellow house on left; poor road ahead. Turn square left (direct route from Jericho comes in) through
- 41.5 1.1 **COMMACK.** Hotel on right at 4-corners.
- 41.7 0.2 Fork; bear left with poles on stretch of poor, narrow road, curving slightly right under RR. at Smithtown station (on left—46.1 m). Cross iron bridge over Nissequogue River (46.2 m).
- 46.6 4.9 4-corners; turn square left—leaving poles.
- 48.8 2.2 End of road; turn left with poles through
- 49.8 1.0 **ST. JAMES.** Diagonal 4-corners. Straight on curving right around pond (50.6 m); caution for left curve downgrade (51.7 m) into
- 52.1 2.3 **STONY BROOK.** Hotel on right at 3-corners; turn right past Stony Brook station (on right—53.0 m).
- 54.4 2.3 Irregular 4-corners; turn square right upgrade, sign "Port Jefferson," through
- 55.5 1.1 **EAST SETAUKET.** P. O. on left. Descend winding grade across wooden bridge (harbor on left—57.2 m).
- 57.3 1.8 End of street; turn square right into Jones St., past Ardenkraig Inn (on left).
- 57.4 0.1 **PORT JEFFERSON.** Intersection of Main St. Bear right on Main St., upgrade.
- (Road to left leads to ferry for Bridgeport; two trips daily in summer, 8.30 A. M. and 4:30 P. M. Charge, runabouts, \$3.00 up; touring cars, \$5.00 up. See note (f) for cross route to Patchogue.)
- 58.3 0.9 4-corners; near top of hill turn square left. Pass left-hand road leading to Belle Terre Club (58.4 m).
- 59.3 1.0 3-corners; turn right downgrade—caution for sharp S-curve beyond.
- 59.6 0.3 Fork; bear right with poles through
- 62.0 2.4 **MILLER'S PLACE.** Store on left.
- 62.4 0.4 End of road; curve right with poles around pond.
- 62.9 0.5 Fork; bear left,—leaving poles for short distance, on sandy road across RR. (64.1 m). Again cross RR. at Shoreham station (on right—67.8 m). Nicola Tesla's big steel tower over to right. Caution for winding road downgrade into
- 70.7 7.8 **WADING RIVER.** Few houses only. 3-corners; turn right with poles around pond.

Route 101**Long Island Section**

- 70.9 0.2 Fork; curve right with poles.
 71.3 0.4 Turn left with some of the wires on Parker Road.
 72.4 1.1 Diagonal 4-corners. Straight through.
 77.8 5.4 Irregular 4-corners; turn right—leaving poles.
 78.4 0.6 Next 4-corners turn left over RR. bridge (79 m).
 79.1 0.7 End of road beyond turn square left with poles, curving left in front of electric light station into Main St.
 81.7 2.6 **RIVERHEAD.** Iron watering trough just beyond P. O. Riverhead Inn, Griffin Ave.
Montoux's Garage, Peconic Ave.
 Straight ahead on Main St. (oiled); cross RR. (82.2 m)
 84.7 3.0 **AQUEBOGUE.** Small store in fork on right; keep left on fine oiled road into
 87.1 2.4 **JAMESPORT.** P. O. on right. (Right-hand road leads to South Jamesport—1 m). Straight through on fine gravel; pass Laurel P. O. (on left—88.6 m), and cross RR. (89.6 m) into
 91.1 4.0 **MATTITUCK.** Church on left at 4-corners; turn square right with poles on fine gravel through
 94.1 3.0 **CUTCHOGUE;** brick store on right.
 95.8 1.7 4-corners, lower edge of Peconic village; straight through.
 98.6 2.8 Monument on left at 3-corners; turn right through
 99.0 0.4 **SOUTHOLD,** P. O. on right. Cross iron bridge over

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Long Island Section**Route 101**

Hashanomuck Pond (101 m) and RR. (101.5 m) into Front St., to

103.8 4.8 **GREENPORT.** End of street.

Griffing Hotel, Front St.

For **Orient Point** turn square left on Main St., and square right to end of road (104.7 m) through East Marian (106.5 m), Orient (109 m) to Orient Point (112 m).

For ferry turn square right on Main St. one block.

103.9 0.1 **SHELTER ISLAND-GREENPORT FERRY.**

First-class steam ferry; runs at 45-minute intervals, 6 A. M. to 8:15 P. M. Charge, 25c, runabout; 50c, touring car; 10c each passenger. Boats leave for New London twice daily. Charge, \$4, \$6 and \$8, according to size.

Note (a)—Alternate short route via Jamaica. Quickest and best, not desiring to visit the Shore resorts. Follow directions in Route 3 to Jamaica (9.0 m), Peace Monument at 4-corners. Keep straight ahead on Hillside Ave. At crossing of Queens Road (11.5 m) turn square right to end of road at Queens (12.3 m). Turn left into Jericho Turnpike; straight ahead under RR. (14.4 m), past Krug's Corner (18.3 m), just above Mineola. Cross RR. just beyond, and cross the Westbury Road (20.5 m)—fine macadam—into Jericho (24.4 m). Bear left and next right (24.5 m); cross RR. (26.3 m—fine macadam) into Woodbury (28.6 m), 4-corners, white church on left. Keep straight ahead (left leads to Cold Spring Harbor and Huntington). Follow direct road into Commack (38.4 m), whence follow regular route.

Note (b)—Via Astoria Ferry to Flushing. From Columbus Circle, 59th and Central Park West. Run east on 59th St. to 5th Ave. (0.5 m); turn 90° left up 5th Ave. to 86th St. (1.8 m). Turn right on 86th St. to 1st Ave. (2.5 m); turn left on 1st Ave. to 92nd St. (2.7 m); turn right on 92nd St. to Astoria Ferry (2.9 m). (25c, car and driver.)

Straight out from ferry (Fulton St., Astoria) 0.2 mile to intersection of the "Boulevard" (3.1 m); turn left on Boulevard one block to Franklin St. Turn right, straight ahead on Franklin St., running into Flushing Ave. at fork of 6 roads (3.7 m). Straight ahead on Flushing Ave., with trolleys; thence direct without turn (ignoring further course of trolleys) to end of road at head of Flushing Bay. Direct ahead (now with L. I. City trolleys which come in from right), crossing new stone bridge (8.6 m) and RR. (grade—8.7 m) into Broadway, center of Flushing (8.9 m).

Note (c)—Option via Port Washington and yacht clubs. Turn left at Manhasset Hills (15.1 m) over RR. bridge (15.3 m), oil road. At fork (16.7 m) turn sharp left to yacht clubs (17.6 m). Keep right through town on oil macadam. Pass Port Washington station (19.2 m) to end of road (19.3 m). Turn right with trolley to intersection of main road (21.9 m).

Note (d)—For Seacliff-Rye Ferry and Oyster Bay. Bear left at stone watering trough in fork, Roslyn (18.2 m). At fork (19.2 m) turn left across small bridge (19.7 m); at once bear right to Glenwood Landing (20.5 m). At fork (21.4 m) keep left into Sea Cliff. At 21.9 m turn very sharp left to ferry. For Oyster

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Route 102

Long Island Section

Bay turn right (21.8 m) on Seacliff Ave., bearing right at fountain (21.9 m). Turn left at 4-corners (hotel on right—22.7 m) downgrade along Bay, crossing bridge (23.6 m) into Glen Cove (23.7 m). Turn first right beyond bridge, Glen St., with trolley. At (24 m) turn left upgrade—leaving trolley—across RR. at Nassau Station (on left—24.4 m). At end of road (26.9 m—large tree in center), turn right and after crossing bridge (27.2 m) bear left uphill. Take right-hand road (28.2 m). At end of road (28.9 m) turn left and again left (29.3 m). Turn next right (29.4 m) into Main St. to South St., center of Oyster Bay (29.6 m). Returning to main route, turn left on South St., and next right on direct road along Harbor, intersecting main route 4-corners (32.8 m).

Note (e)—Connection, Oyster Bay to Massapequa Station. From Oyster Bay, Main and South Sts., run down South St., keeping right at fork (0.4 m) direct to intersection of the North Hempstead Turnpike at East Norwich (2 m). Straight ahead on the Oyster Bay-Jericho Road, keeping to left at fork of 3 roads entering Jericho (5.6 m). Follow oiled road; 1.8 miles beyond curve left across RR. (7.4 m) into Broadway, center of Hicksville (7.5 m). Straight ahead across RR. (10.4 m) through 4-corners, (intersection of the Bethpage Road 11 m), direct across RR. again at grade, to intersection of the South Shore Road at roadhouse on corner, Massapequa Station (14.5 m).

Connection with Route No. 105 for New York and Route No. 102 for Sag Harbor.

Note (f)—Connection, Port Jefferson to Patchogue. From Port Jefferson, Main St. at village center, run south on Main St., uphill past Port Jefferson RR. station (1 m); at irregular fork just beyond follow the main road—nearly straight ahead. This cross-route—which is shown on the full-page map—"Far Part, Long Island," page 255, passes near the inland villages of Terryville and Selden.

Fair but winding road to Medford station, where cross RR. straight ahead into Medford Ave. At intersection of the South Shore road (nurseries on corner), turn right 1-3 mile to center of Patchogue (18 m). Roes Hotel.

Route 102—New York City to Greenport, L. I.—115.6 m.

Route map, pages 266-7

Reverse route, No. 105

Via South Shore of Long Island; mostly fine macadam and shell to Patchogue; balance good gravel and dirt. For greater convenience, this route is begun at the Queensboro Bridge.

Descriptive Outline—Leaving, as in the preceding, our route shortly diverges through Jamaica, a prosperous section of the Borough of Queens, with Peace Monument. Passing through Freeport and Babylon, the fashionable resort of Bay Shore is reached, with ferry connection to Fire Island. Beyond we pass many fine estates, among which is W. K. Vanderbilt's at Oakdale (47.4 m). Patchogue is one of the large resorts of the Island. The nearby Shore is interesting, and Blue Point is famous for its oysters. Many other resorts are passed, the most interesting being Westhampton Beach and Canoe Place, with an old wooden image in front of the Inn. Crossing the Canal the road runs along the Shinnecock Hills, large Golf Club and reservation of the Shinnecock Indians. Southampton (96 m) contains many fine homes, and a drive around Lake Agawam is advised. The picturesque windmills here and at Easthampton, further along the Island, have been painted by many artists. Easthampton was the home of John Howard Payne and Dr. Lyman Beecher. This side trip may be extended to Montauk Point. At Sag Harbor a ferry is taken to Shelter Island, with splendid drives. At Shelter Island Heights the boat may be taken for Bridgeport.

MILEAGES

Total Intermediate (For this and optional exits, see New York City map, page 58, and "Long Island Gateways" map, pages 270-271.)

- | | | |
|-----|-----|--|
| 0.0 | 0.0 | LONG ISLAND CITY. Eastern end of Queensboro Bridge. Turn sharp right into Crescent St. |
| 0.3 | 0.3 | Turn sharp left into Nott Ave., curving slightly right across Jackson Ave. (0.4 m). At once bear left on Thompson Ave. over viaduct (0.6 m). |
| 1.5 | 1.2 | Proposed direct connection from bridge comes in from left. Straight through 5-corners (2 m), crossing RR. (2.7 m) on oiled macadam. |

New Point Hotel

Phone 4-L

On Great South Bay

Amityville, L. I.

American Plan. Also a la Carte Restaurant. Tea Room

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Walter T. Plant }
J. Howard Slocum } Proprietors
With the Hotel Marie Antoinette, N. Y.

James G. Plant, Manager
With Louis Sherry's, N. Y.

- 3.1 1.6 Diagonal 4-corners; small business center of Winfield. Straight through; cross RR. (3.5 m) and cross Broadway trolley (4.1 m).
- 4.3 1.2 Fork; bear left on Hoffman Blvd., crossing Union Turnpike (6.9 m).
- 7.9 3.6 4-corners; garage on left; turn square left into Hillside Ave.; cross blind trolley (8.7 m).
- 9.0 1.1 Peace Monument at 4-corners; turn square right into Bergen Ave. (Straight ahead is route to Jericho).
- 9.2 0.2 **JAMAICA.** Intersection of Fulton St.; straight ahead across RR.—caution, many tracks at grade (9.5 m) into Merrick Road. Cross RR. (11.9 m) through
- 12.1 2.9 **SPRINGFIELD.** Cross bridge over canal through
- 14.8 2.7 **VALLEY STREAM.** See note (a). Cross RR. (15.6 m) into
- 16.7 1.9 **LYNBROOK.** Hotel on left; garage on right.
For Long Beach, see note (b).
Straight through, crossing RR. (17.7 m).
- 17.9 1.2 Iron cannon in fork; keep left through
- 18.0 0.1 **ROCKVILLE CENTER;** brick church and 2 hotels.
- 19.9 1.9 **BALDWIN;** bear slightly left through cross-roads into
- 21.6 1.7 **FREEPORT;** cross trolley at 4-corners; straight ahead on direct road—no turns—through 4-corners (24.9 m—left-hand road leads to Grand Stand, L. I., Motor Parkway). Pass Seaford P. O. (on left—26.8 m) through 4-corners (27.6 m).
- 30.4 8.8 **AMITYVILLE.** Avoid right-hand road (30.7 m), leading to Newport Inn (31.4 m).
- 35.9 5.5 **BABYLON;** P. O. on left. Cross horse-car line at irregular 4-corners and follow Main St. past many fine estates on macadam, through
- 40.7 4.8 **BAY SHORE;** straight ahead on shell road, through
- 42.5 1.8 **ISLIP;** hotel on right:
- 43.5 1.0 **EAST ISLIP.** Cross RR. in cut (45.5 m) caution; and again (46.6 m).
- 47.4 3.9 **OAKDALE;** station on left; straight on—fine shell.
- 49.7 2.3 **WEST SAYVILLE;** P. O. on right.

Route 102

Long Island Section

- 50.5 0.8 **SAYVILLE**; small park; Odd Fellows' Hall in fork; **Hotel Kensington** on left. Bear right on S. Main St.—oiled road—through
- 52.0 1.5 **BAYPORT**; P. O. on right. **Caution** for square left and right turns (52.8 m & 53 m).
- 53.3 1.3 End of road; turn square left through village.
- 53.7 0.4 **BLUE POINT**; P. O. on left. Go under RR. (53.8 m).
- 54.0 0.3 End of road; turn right past **Ye Olde Anchorage Inn** (on left—54.2 m).
- 55.3 1.3 Cross branch RR. into
- 55.5 0.2 **PATCHOGUE**; Main St. & Ocean Ave. **Roe's Hotel** on left. Straight through on Main St.
For cross-route to **Jefferson**, see note (d).
Cross RR. (56.9 m)—fine oil road—through
- 59.8 4.3 **BELLPORT**; P. O. on right.
- 61.8 2.0 **BROOKHAVEN**; end of road; turn square left. Pass P. O. on left and under RR. (62.2 m), avoiding right-hand road just beyond. Curve left across dam and wooden bridge over Carmen's River (64.7 m), then right through
- 67.6 5.8 **MORICHES**. Flagpole and P. O. on left. Cross RR. (69 m) through
- 69.8 2.2 **CENTER MORICHES**; hotel and P. O. on left.
- 71.5 1.7 **EAST MORICHES**; P. O. on left at cross-roads. Straight through cross-roads (72 m & 73.3 m).
- 73.7 2.2 Irregular 4-corners; turn right through
- 74.2 0.5 **EASTPORT**; P. O. on left. **Caution** for right curve across narrow dam (74.9 m) with RR. crossing just beyond (75 m).
- 75.2 1.0 Branch road; signs on tree to left. Turn left—straight ahead leads to Speonk. Curve slightly left through cross-

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roads (76.4 m)—small iron bridge over Speonk Creek just beyond.

- 78.2 3.0 Small house in fork just after crossing Beaver Dam; bear right. Through 6-corners at large schoolhouse (on right—79.2 m). Pass **Slattery's Garage** (on left); curve left (79.5 m) into
- 79.6 1.4 **WEST HAMPTON BEACH.** Flagpole in fork. **Howell House** on left. Bear left; cross dam (80 m), curving left past church (on left—80.5 m).
- 80.7 1.1 End of road; turn right with poles across dam (81.3 m).
- 81.4 0.7 End of road; turn square right, keeping left at church in fork (81.7 m). Curve left.
- 82.2 2.8 3-corners at church on right; curve left into
- 82.7 0.5 **QUOGUE.** Flagpole on right. Straight ahead on good gravel road through
- 84.7 2.0 **EAST QUOGUE;** P. O. on left. Follow poles.
- 87.4 2.7 End of road; turn square left with poles across RR. (87.5 m). Curve sharp right (87.6 m). **Caution** for sharp right turn over RR. bridge (89.5 m); sharp left turn beyond to
- 90.1 2.7 **Canoe Place Inn** (on left). Cross new bridge (90.2 m) over Shinnecock Canal—ready 1910.
- 91.3 1.2 Fork; bear right on "South Highway"; (left "Peconic Road" also leads to **South Hampton**). Pass "**Art Village**" (on left—92.4 m),—straight oil road past **Hotel Irving** (on right—95.9 m) through

Ye Old Canoe Place Inn

Hotel & Restaurant European Plan
GOOD GROUND. L. I., N. Y.



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Route 102

Long Island Section

- 96.1 4.8 **SOUTHAMPTON**; flagpole in reverse fork on right.
- 96.2 0.1 4-corners; white church ahead on right; turn square left into Main St.
- 96.4 0.2 4-corners; turn right into the Hampton Road.
- 98.1 1.7 Fork; bear right.
- 98.8 0.7 Flagpole on right. Bear slightly right through 4-corners fine oil road through
- 102.4 3.6 **BRIDGEHAMPTON**. Flagpole on right.
- 103.5 1.1 4-corners; cemetery ahead on right; turn square left. Straight ahead leads to **Seaview House** Amagansett. See note (e). Go over RR. bridge (104.2 m) into Madison St.
- 107.7 4.2 **SAG HARBOR**. Iron watering trough in reverse fork on left. Straight ahead past **Hotel Nassau** (on right), keeping left at flagpole across RR. and iron drawbridge over Bay 108 m).
- 109.2 1.5 4-corners; turn right with gravel road.
- 110.4 1.2 Fork; bear left downgrade on sandy stretch to
- 111.2 0.8 **Ferry to Shelter Island**; fleet consists of two barges, towed by two motor boats; operates on signal. Charge, \$1.00 car and driver; 10c each passenger.
- 111.3 0.1 End of road beyond ferry; turn square right.
- 112.4 1.1 Cross-roads; turn square left.
- 113.0 0.6 Branch road; turn square left past



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MAIN STREET
SAG HARBOR, N. Y.

Opened Under New Management

Thoroughly Renovated

Long Island Section

Route 102

- 113.2 0.2 Shelter Island P. O. (on left). Through cross-roads (113.3 m).
- 113.5 0.3 End of road; turn right, winding through woods.
- 114.2 0.7 End of road; turn square left.
For Manhasset House and Manhasset-Greenport Ferry, turn square right and immediately left; next right (114.7 m). Keep right at fork (115.5 m) direct to Manhasset House (116.1 m). Ferry 1/10 m beyond hotel.
- 114.6 0.4 Turn right through rustic gate to
- 115.2 0.6 **SHELTER ISLAND.** P. O. on right; straight ahead past left-hand road (115.3 m), leading to Divinity Hill—(view). Curve left around Prospect House (on left) downgrade, to

The Prospect House

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Outline map of the north shore and south shore roads of Long Island, showing the most used boat lines across Long Island Sound to South Norwalk, Bridgeport and New London, Conn., connecting at these points with the principal routes throughout lower New England.

Long Island Section

Route 102

115.5 0.3 Shelter Island-Greenport Ferry Landing.

First-class steam ferry; runs at 45 minute intervals, 6:00 a. m. to 8:15 p. m. Charge 25c runabout; 50c touring car; 10c each passenger. Boats also leave for New London twice daily. Charge \$4.00, \$6.00 and \$8.00, according to size.

Cross Greenport Harbor; same boat calls at Manhasset House, foot of Main St. Straight ahead from ferry 1 block.

115.6 0.1 GREENPORT. Intersection of Front St.

Griffing Hotel, Front St.

Note (a)—For Far Rockaway and Arverne. From Valley Stream (14.8 m). (The turn into the Rockaway Road is 0.6 mile beyond the "village.")

Direct through; at roadhouse on left (15.4 m), turn right—sign, "Rockaway"—crossing RR. (grade) at Valley Stream station on right (15.7 m). Direct to end of road (16.7 m); turn right, bearing right also at roadhouse in center (16.9 m). At fork by hotel (17.7 m) keep left—straight ahead—on Rockaway Ave. or Broadway.

Follow winding but direct road through Hewlett, Woodmere, Cedarhurst and Lawrence (distinct points only on the RR.—over to right; here a continuous thorofare of fine summer houses). At fork (21.3 m), keep right (now Cornaga Ave.), meeting brick pavement (intersection of Central Ave., bank bldg., on left-hand corner), **Far Rockaway** (21.7 m).

For the **Kuloff**, facing Rockaway Inlet, turn left on brick pavement to end of Central Ave., then square left across trolley tracks to beach (0.6 m from center of Far Rockaway, 22.3 m from New York); return by same route.

For Edgemere, Arverne, Hammels, Holland, Seaside and Rockaway Park, run straight ahead on Cornaga Ave. across Central Ave. over single track, crossing RR. (grade—22 m). Immediately beyond, sign "Rockaway Beach," turn left across RR. again at grade, end of road; then right over same tracks a third time (22.3 m).

Straight ahead across iron bridge (22.6 m), past Edgemere RR. station (22.7 m) on left. (For Edgemere Club turn left across RR. at station 1-3 mile to beach at end of road.) Continue direct on "Boulevard," macadam over dangerous RR. crossing (24.3 m) into **Arverne** (24.5 m).

Holland, Seaside and Rockaway Park are along the next 2 miles of the Boulevard, direct and unmistakable running either way.

Note (b)—For Long Beach. From **Lynbrook** (16.7 m) turn diagonally right (midway between the Merriek Road a trifle to the left, and the Rockaway Road, sharp right); cross RR. at Lynbrook station on left (16.8 m), following oiled macadam. At fork (18.2 m) keep left; immediately beyond (18.3 m) turn right across bridge and RR. (18.5 m), straight ahead to end of road (19.3 m).

Turn right (joining the other circuit which comes down from Rockville Center); curve right 1 mile beyond, crossing bridge (20.6 m and 20.9 m). Cross RR. (21.3 m), curving left to same RR. again (22.4 m), direct over two long wood bridges and RR. a final time to the waterfront at **Long Beach** (23.8 m).

Note (c)—Connection across Island from Massapequa Station to Oyster Bay. From Massapequa Station, turn 90° left into the Hicksville-Jericho Road straight ahead through 4-corners (3.5 m—intersection of the Bethpage Turnpike). Direct across RR. (4.1 m) into Broadway, center of Hicksville (7 m); run through on same street, crossing RR. again (grade—7.1 m), oiled road to **Jericho** (8.9 m).

Keep to right (leaving the Jericho Turnpike, branch road to left), direct road

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Gasoline Motor Efficiency Co.
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WRITE FOR LITERATURE

Route 104

through 4-corners at East Norwich (12.5 m). Straight ahead, keeping right at fork (14.1 m), entering by South St. to Main St., center of Oyster Bay (14.5 m), connecting with routes 101 and 104.

Note (d)—Connection, Patchogue to Port Jefferson. From Patchogue, village center, run east on South Shore Road 1.3 mile, turning 90° left at nurseries on corner into Medford Ave., direct across RR. tracks at Medford station. Bear left short distance beyond, winding but direct, passing near the inland villages of Selden and Terryville.

See map, "Far Part, Long Island," page 255, for general direction of run, through irregular forks just before reaching Port Jefferson station. Thence straight ahead on Main St., downhill to center of village, **Port Jefferson** (18 m). **Belle Terre Club Inn**; **Ardencraig Inn**. Connecting with route 101 and 104.

Note (e)—Connection from Bridgehampton (102.3 m) to Montauk Point (good to Easthampton and Amagansett, but very sandy in spots beyond). Directions in brief: Continue on the Shore Road to Easthampton (109.5 m), turning left at end of road, past small pond (on left, after the turn). At fork, 1 mile beyond (110.5 m), keep to right, passing windmill (on left) to fork (112.2 m); bear left on macadam, running straight ahead through crossroads (112.9 m) into Amagansett (113.6 m).

When near RR. station turn right, passing schoolhouse (on left after the turn); just beyond (113.8 m), turn left, crossing wood bridge over RR. (115 m) and taking right fork. Cross RR. sidetrack (116.0 m) and RR. again (118.3 m); pass Life-saving stations (119.6 m and 123.6 m) to fork (124.5 m), where (leaving telegraph wires), take the left-hand road. Turn very sharp right (126.4 m) to the Montauk Inn; from the Inn take right-hand road (downhill) to fork (128.0 m), where keep left with single line of telegraph wires, running through toll-gate (129.7 m) to Montauk Point (133 m).

Route 104—Greenport, L. I., to New York City—103.8 m.

Route map, pages 266-7

Reverse route, No. 101

Along the North Shore of Long Island. Fine gravel and macadam to Riverhead. Fair to good dirt and gravel to Port Jefferson; balance mostly macadam. For descriptive outline see Route 2.

MILEAGES
Total Intermediate

0.0	0.0	GREENPORT FERRY . Straight ahead from ferry 1 block.
0.1	0.1	GREENPORT , Main & Front Sts. Turn left on Front St. (first left when coming from ferry). Cross RR. (2.3 m). Cross iron bridge over Hashamonuck Pond (2.9 m) through
4.7	4.7	SOUTHOLD , hotel on left at 4-corners.
5.2	0.5	Monument at 3-corners; turn left and follow direct road through
8.0	2.8	PECONIC , 4-corners, edge of village.
9.7	1.7	CUTCHOGUE , brick store on left at 4-corners; straight through on fine gravel.
12.7	3.0	MATTITUCK , 4-corners; hotel on right; church on left. Turn square left with poles; avoid left-hand road (13 m), cross RR. (14.2 m). Pass Laurel P. O. (on right—15.2 m) into
16.7	4.0	JAMESPORT , P. O. on left; straight through on oil road. Left-hand road leads to South Jamesport—on Green Peconic Bay (1 m). Pass store on left in reverse fork (19.1 m). Cross RR. (21.6 m) into Main St.

Long Island Section

Route 104

- 22.1 5.4 **RIVERHEAD**, P. O. on right, beyond iron watering trough.
 Montoux's Garage, Peconic Ave.
 Riverhead Inn, Griffin Ave.
- 22.2 0.1 Fork at brick store (on right); bear left—still on Main St. **Caution** for sharp right curve at electric light station (23.5 m).
- 24.7 2.5 Branch road; turn square right with poles over RR. bridge (24.8 m). **Caution** for sharp left turn beyond.
- 25.4 0.7 Irregular 4-corners; turn right, leaving poles.
- 26.0 0.6 Irregular 4-corners; curve left, joining poles.
- 29.3 3.3 Fork; bear right with poles—left is the "Midle Island Road" (poor). Straight through next 4-corners (31.4 m) with poles.
- 32.5 3.2 End of road; turn right with poles.
- 33.1 0.6 **WADING RIVER** (few houses only), 3-corners; turn left around pond. **Caution** for sharp right and left turns (34.2 m). Cross RR. at Shoreham station (on left—36 m). Nicola Tesla's big steel tower over to left. Follow poles across RR. (39.7 m.)
- 40.6 7.5 Fork; bear right—leaving poles for short distance.
- 41.4 0.8 Fork at pond on left; curve left with poles past
- 41.7 0.3 **MILLER'S PLACE**, store on right.
- 42.8 1.1 33-corners; bear left on winding road—**caution** for sharp S-curve (44.4 m).
- 44.5 1.7 3-corners; turn left.
- 45.4 0.9 Fork; keep left—right leads to **Belle Terre Club Hotel**.
- 45.5 0.1 Cross-roads near top of hill; turn square right downgrade, coming into Main St.
- 46.4 0.9 **PORT JEFFERSON**, 3-corners, intersection of Jones St.; bear left on Jones St., past **Ardencraig Inn** (on right).
 For cross-route to Patchogue see note (a).
- 46.5 0.1 Turn square left on Broadway, along harbor (on right). Cross wooden bridge (46.6 m) and ascend winding grade through
- 48.2 1.7 **EAST SETAUKET**, P. O. on right; go through cross-roads (48.5 m).
- 49.4 1.2 Irregular 4-corners; turn square left.
- 49.8 0.4 Fork; bear right with poles along RR., past Stony Brook station (on left—50.8 m) into
- 51.7 1.9 **STONY BROOK**, 3-corners, hotel on left; turn left with poles.
- 52.1 0.4 Fork; curve right upgrade with poles.

HAVOLINE
OIL
 FOR AUTOMOBILE LUBRICATION

See
 Page 12



Route 104

Long Island Section

- 53.3 1.2 Fork; bear left with poles through
- 54.0 0.7 **ST. JAMES**, diagonal 4-corners.
- 55.0 1.0 Branch road, RR. crossing just ahead; turn right—leaving poles.
- 57.2 2.2 Cross-roads; meeting telephone line turn square right; cross iron bridge (57.5 m). Go under RR. at Smithtown station (on right—57.7 m). **Caution** for narrow roadway at wooden bridge (58.7 m). Poor sandy stretch through
- 62.3 5.1 **COMMACK**, 4-corners; hotel ahead on left. Straight on.
- 63.4 1.1 Yellow house at 4-corners; turn square right.
Left is optional through Jamaica, note (b).
- 66.2 2.8 **NORTHPORT**, station on left at RR. crossing, **Larkfield P. O.** (on right). Pick up trolley just beyond. Avoid right-hand road (66.3 m), leading through Northport Village.
- 67.3 1.1 3-corners; turn left—leaving trolley. Pass small hotel in reverse fork (on right—68.1 m).
- 68.3 1.0 3-corners; turn right on winding gravel road. Northport Bay over to right.
- 69.1 0.8 3-corners; curve right.
- 69.3 0.2 Church in fork; bear left through
- 69.4 0.1 **CENTERPORT**, 4-corners, **Hall's Chop House** ahead on left. Follow poles on macadam into Main St.
- 72.6 3.2 **HUNTINGTON**, intersection of trolley.
Huntington House on right.
North Shore Garage.
Straight ahead on W. Main St., with heavy telephone line, through irregular 4-corners (73 m). (Right-hand road leads through village of Cold Spring Harbor). Over hill, descending steep grade to
- 74.8 2.2 3-corners; turn left immediately across concrete bridge, Fish Commission station (on left) just beyond.
- 75.2 0.4 Fork; bear left.
- 75.7 0.5 Fork at top of grade; curve right through 4-corners (76.4 m) (right-hand road is route to Oyster Bay and **Seacliff-Rye ferry**—see Note (e).
- 77.2 1.5 Keep right through 4-corners (77.4 m) into
- 79.0 1.8 **EAST NORWICH**, irregular 4-corners; hotel on right. (Principal Long Island cross-route, Massapequa to Oyster Bay, intersects). See note (d). Straight through on macadam through cross-road at small settlement (84.5 m).
- 85.3 6.3 Branch road; curve right under RR. (84.9 m); **caution** for sharp left curve immediately beyond—very winding road.
- 85.5 0.2 3-corners; curve left. (Detour from Oyster Bay comes in from right). Keep left of stone watering trough in small triangle into
- 85.8 0.3 **ROSLYN**. Turn first right beyond Inn.
- 86.0 0.2 Stone clock tower in triangular park; curve right, joining trolley, which follow on winding road.

- 86.9 0.9 Fork; bear left on fine road.
Right, with trolley, leads to Port Washington; see note (e).
- 88.7 1.8 **MANHASSET HILLS**, 2 churches and cemetery on right
- 89.2 0.5 **MANHASSET**, hotel on right at end of road.
- 89.3 0.1 Fork; bear left up winding grade through 4-corners (90.1 m). (Right-hand leads to Great Neck).
- 91.4 2.1 **LITTLE NECK**, store on left at 4-corners; straight through.
- 91.9 0.5 Bear slightly left through cross-road; cross iron bridge over Alley Creek (92.4 m) into
- 93.3 1.4 **BAYSIDE**, intersection of Bell Ave.
- 95.0 1.7 5-corners; bear right across RR. at Broadway—Flushing station (on left—95.2 m) into Broadway.
- 96.8 1.8 **FLUSHING**, park on left at intersection of Main St. Join trolley from right at Lawrence Ave. (97 m) and cross iron bridge over Flushing Creek.
- 97.8 1.0 Fork; bear left on old "Shell Road"—leaving trolley—through
- 98.7 0.9 **CORONA**, 4-corners at brick church on right. Cross Junction Ave. trolley (99.1 m) and Broadway trolley (100 m).
- 100.7 2.0 Diagonal 4-corners; small business center of Winfield. Bear right on Thompson Ave. (Route 196 comes in from left). Cross RR. (101.1 m) over new viaduct (103.1 m).
- 103.2 2.5 At once bear right across Jackson Ave. (103.3 m) into Nott Ave.
- 103.4 0.2 Turn sharp right on Ely St.
- 103.7 0.3 Turn sharp left to
- 103.8 0.1 **LONG ISLAND CITY**, eastern end of Queensboro Bridge.

For connections into New York, see New York City map, page 58.

Marie Antoinette, 67th & Broadway.

Grand Hotel and New Annex, 31st & Broadway.

Hotel Empire, Broadway & 63rd St.

Hotel Woodstock, 43rd St., east of Broadway.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

Note (a)—Connection, Port Jefferson to Patchogue. From Port Jefferson, Main St. at village center, run south on Main St., uphill past Port Jefferson RR. station (1 m); at irregular fork just beyond follow the main road—nearly straight ahead. This cross-route—which is shown on the full page map—"Far Part, Long Island," page 255, passes near the inland villages of Terryville and Selden. Fair but winding road to Medford station, where cross RR. straight ahead into Medford Ave. At intersection of the South Shore Road (nurseries on corner), turn right 1-3 mile to center of Patchogue (18 m). **Roes Hotel**.

Note (b)—Alternate short route via Jamaica—quickest and best, not desiring to visit the Shore resorts. From Commack (62.3 m) run straight ahead on direct road into Woodbury (82.2 m). Straight ahead past white church (on right—fine macadam), crossing RR. (84.5 m). At end of road (86.3 m) turn left into Jericho (86.4 m). At fork bear right on Jericho Turnpike—fine macadam—past Krug's Corner (92.5 m). Go under RR. bridge (96.4 m) and follow trolley to Queens (98.3 m). At intersection of Queens Road (98.5 m) turn left on Hillside Ave. to Peace Monument, Jamaica, Bergen St. and Hillside Ave. Straight ahead on Hill-

Route 105

Long Island Section

side Ave. (101.8 m); cross blind trolley at garage (on right—102.8 m); turn right into Hoffman Blvd., crossing RR. at grade (107.4 m and 108.2 m) over new viaduct (110.2 m). At once bear right across Jackson Ave. into Nott Ave. Turn sharp right on Ely St. (110.5 m) and sharp left (110.8 m) to Queensboro Bridge (110.9 m).

Note (c)—For Oyster Bay—At 4-corners (76.4 m) turn right on direct road to intersection of South St., Oyster Bay (79.5 m). Turn square left on South St., and next right on Main St. At branch road (79.8 m) turn square left and next right. At branch road (80.3 m) turn right. At end of road (81 m) turn left, curving sharp right across bridge (82 m). Turn second left at large tree (82.3 m), upgrade through woods; cross RR. at Nassau station (on right—84.8 m). Meeting trolley (85.2 m) turn right on Glen St. into Glen Cove (85.5 m). Turn square left across bridge and immediately right at end of road beyond.

At 4-corners (hotel on left—86.5 m) turn right on Seacliff Ave. At branch road just beyond fountain on right (87.4 m) turn left (right leads to Seacliff—Rye Ferry) to Glenwood Landing (88.7 m). At end of road (89.3 m) turn left, keeping right at fork (89.4 m). Cross small bridge. At 3-corners (90 m) bear right and keep right at stone fountain (91 m) into Roslyn, joining regular route.

Note (d)—Connection, Oyster Bay to Massapequa Station. From Main and South Sts., Oyster Bay, run down South St., keeping right at fork (0.4 m) direct to intersection of the North Hempstead Turnpike at East Norwich (2 m). Straight ahead on the Oyster Bay-Jericho Road, keeping to left at fork of 3 roads entering Jericho (5.6 m). Follow oiled road; 1.8 miles beyond curve left across RR. (7.4 m) into Broadway, center of Hicksville (7.5 m). Straight ahead across RR. (10.4 m) through 4-corners (intersection of the Bethpage Road—11 m), direct across RR. again at grade, to intersection of the South Shore Road at roadhouse on corner, Massapequa Station (14.5 m).

Note (e)—For Port Washington; bear right with trolley at fork (86.9 m). At branch road (89.5 m) turn left past station (on left—89.6 m) downgrade on oiled macadam through village of Port Washington. Curve left at waterfront, past yacht clubs (on right). At end of road (92.1 m) turn sharp right and follow direct road to end of road at Manhasset Hills (93.8 m). Turn right with regular route.

Route 105—Greenport, L. I., to New York City—115.5 m.

Route map, pages 266-7

Reverse route, No. 102

Following the South Shore of Long Island. Mostly macadam. For descriptive outline, see Route No. 103.

MILEAGES

Total Intermediate

0.0	0.0	GREENPORT. Main & Front Sts. South on Front St. to
0.0	0.1	Shelter Island Ferry.
		Curve left upgrade past Prospect House (on right—0.1 m). Pass right-hand road (0.2 m), leading to top of Divinity Hill ($\frac{3}{4}$ -mile—view).
0.4	0.4	Fork beyond P. O. (on left); curve left.
0.9	0.5	Cross-roads just after passing through rustic gate; turn square left.
1.3	0.4	Irregular 4-corners; turn square right.
		For Manhasset Ferry turn left and next right through woods (1.8 m). Keep right at fork (2.6 m) to Ferry (3.2 m). Coming this way from Manhasset Ferry turn right (0.1 m) through grounds to end of road (1.5 m). Turn left to irregular 4-corners, above described (2 m); jog right and left, joining regular route.
2.0	0.7	Branch road; turn left through
2.3	0.3	SHELTER ISLAND, P. O. on right.
2.5	0.2	End of road; turn square right.
3.1	0.6	Cross-roads; turn right.
4.2	1.1	Branch road; turn square left to

Long Island Section

Route 105

4.3 0.1 Shelter Island Ferry.

Two small barges towed by two motor boats; operate on signal; charge \$1.00, car and driver; 10c each passenger.

5.3 1.0 Fork; bear left on gravel.

6.3 1.0 Cross-roads beyond church on left; turn square left with travel road. Cross iron drawbridge over harbor, across RR. (7.6 m) into Main St. **Hotel Nassau** on left.

7.8 1.5 **SAG HARBOR**, monument in fork; bear left on Madison St. (Right is short but poor road to Bridgehampton). Over RR. bridge (11.3 m).

12.0 4.2 Prominent cross-roads; turn square right on fine oiled road—leaving poles.

Left leads to **Sea-View House**, Amagansett and Montauk Point. See note (a).

13.1 1.1 **BRIDGEHAMPTON**, flagpole on left. Straight through on oiled road past old Dutch windmill (on right—15 m). Bear slightly left through diagonal cross-roads—flagpole on left (16.7 m).

16.8 3.7 Curve right on Hampton Road.

19.1 2.3 Irregular 4-corners, poor road ahead; turn square left on Main St.

19.3 0.2 White church ahead on left at 4-corners; turn square right into Job's Lane.

19.5 0.2 **SOUTHAMPTON**, flagpole in fork on Common; bear right on Shinnecock Road (oiled), past **Hotel Irving** (on left).

Left-hand road at hotel leads to Agawam Lake.

21.0 1.5 Fork; curve right past "Art Village" on right; left is poor road to Shinnecock Indian Reservation.

21.1 0.1 Fork; bear left. (May also take right to Canoe Place on "New Road," via bathing beach).

21.3 0.2 Fork; keep left on "South Highway," across iron bridge over canal (25.3 m), past

25.4 4.1 **Canoe Place Inn** (on right). **Caution** for sharp right turn over RR. bridge and immediately left turn beyond (26 m) through 4-corners (26.6 m). **Caution** for sharp left turn (27.9 m) across RR. (28 m).

28.1 2.7 Branch road; turn right along RR. with poles through

30.8 2.7 **EAST QUOGUE**, P. O. and church on right.

32.4 1.6 Fork; curve left into

32.8 0.4 **QUOGUE**; flagpole on left.

33.3 0.5 3-corners; turn right between church and hotel.

34.1 0.8 Irregular 4-corners; meeting heavy telephone line turn square left across dam (34.2 m).

TRUFFAULT-HARTFORD SHOCK ABSORBER

TIRED?

No fatigue at the end of a day when your car is equipped with these shock absorbers

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Ye Ole Anchorage Inn and Grill

ESTAB
1896

WILL GRAHAM, Landlord

On the South Country Highway at **BLUE POINT, L. I.**

The atmosphere suggests the Latin Quarter or the Road to Yesterday.

The Vianas best procurable and the cooking par excellence

SAILING AND BATHING CONVENIENT

- 34.8 0.7 Branch road beyond wooden church (on right); turn square left with poles, curving right around another church (35 m). Fair dirt road through
- 35.9 1.1 **WESTHAMPTON BEACH**, flagpole on left, **Howell House** on right. Curve right in front of church just beyond hotel, through 6-corners (36.3 m—**Slattery's Garage** on right).
- 36.7 0.8 Diagonal cross-roads; keep straight ahead (oiled road goes right); cross Beaver Dam (37.4 m). Keep left at fork beyond. Cross small iron bridge over Speonk Creek (39.1 m), immediately curving right through cross-roads.
- 40.3 3.6 End of road; turn right across RR. (40.5 m); caution for narrow roadway across dam (40.6 m).
- 41.3 1.0 **EASTPORT**, P. O. on right, hotel on left.
- 41.8 0.5 End of road; turn square left across RR. (42.2 m & 43.5 m) through
- 44.0 2.2 **EAST MORICHES**, P. O. on right at cross-roads.
- 45.7 1.7 **CENTER MORICHES**, P. O. and hotel on right at cross-roads. Cross RR. (46.5 m) through
- 47.9 2.2 **MORICHES**, flagpole in front of P. O. on right. Follow direct road, curving left over dam across Carmens River (50.8 m). Go under RR. viaduct (53.3 m) into
- 53.7 5.8 **BROOKHAVEN**, P. O. on right; curve right through
- 55.7 2.0 **BELLPORT**, P. O. on left at 4-corners. Cross RR. (58.6 m), coming into Main St.
- 60.0 4.3 **PATCHOGUE**, intersection of Ocean Ave., **Roe's Hotel** on right. Straight ahead across branch RR. (60.2 m), past **Ye Olde Anchorage Inn** (on right—61.3 m).
- 61.5 1.5 Branch road; turn left under RR. at station (on left) into
- 61.8 0.3 **BLUE POINT**, P. O. on right.
- 62.2 0.4 Irregular 4-corners; yellow hotel ahead on right; turn square right. Caution for square left turn (62.5 m) and square right turn (62.7 m), on fine oiled road through
- 63.5 1.3 **BAYPORT** (P. O. on left), into S. Main St.
- 65.0 1.5 **SAYVILLE**, **Hotel Kensington** on right; bear left into Main St.
- 65.8 0.8 **WEST SAYVILLE**, P. O. on left—fine shell road past many beautiful estates. Pass left-hand road (68.1 m) leading to Peperidge Hall, 1 mile. Oakdale station (on right—68.2 m). Cross RR. (68.9 m); caution for second crossing in cut (70 m).
- 71.8 6.0 **EAST ISLIP**, hotel on left.
- 73.0 1.2 **ISLIP**. Straight through.

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- 74.8 1.8 **BAY SHORE.** Straight ahead on fine macadam—beautiful estates all the way—into Main St.
- 79.6 4.8 **BABYLON,** iron watering trough at intersection of trolley. Straight ahead—no turns—through
- 85.0 5.4 **AMITYVILLE.** Go through cross-roads (88.1 m—right-hand road leads to L. I. Motor Parkway Lodge). Pass Seaford P. O. (on right—88.7 m).
- 93.9 8.9 **FREEPORT.** Straight ahead across trolley.
- 95.6 1.7 **BALDWIN.** Bear slightly right through cross-roads into
- 97.5 1.9 **ROCKVILLE CENTER,** church on left. Cross RR. (97.8 m).
- 98.1 0.6 Fork; bear right through
- 98.8 0.7 **LYNBROOK,** 5-corners; keep straight ahead between hotel and garage. Cross RR. (99.9 m) direct through
- 103.4 4.6 **SPRINGFIELD.** Straight ahead across RR. (103.6 m).
- 106.0 2.6 Fork; bear right across RR. (106.1 m—caution, many tracks at grade) into
- 106.2 0.2 **JAMAICA,** Bergen & Fulton Sts.; straight ahead across Fulton St. trolley, on Bergen St.
- 106.5 0.3 Peace Monument; turn left on Hillside Ave., wide macadam. Cross trolley (106.8 m).
- 107.6 1.1 Garage on right at 4-corners; turn right into Hoffman Boulevard. Cross Union Turnpike (108.6 m).
- 110.0 2.4 Fork; bear left. Cross Broadway trolley (111.4 m—now Thompson Ave.). Cross RR. (112 m); straight through diagonal 4-corners (112.4 m—Route 195 comes in from right). Cross RR. (112.8 m) over new viaduct (114.8 m).
- 114.9 4.9 At once bear right across Jackson Ave. (115 m) into Nott Ave.
- 115.1 0.2 Turn sharp right on Crescent St.
- 115.4 0.3 **LONG ISLAND CITY,** eastern end of Queensboro Bridge.

For connection into city, see New York City map, page 58.

NEW YORK HOTELS AND GARAGE.

Hotel Woodstock, 43rd St. east of Broadway.

Hotel Empire, Broadway & 63rd St.

Marie Antoinette Hotel, 67th & Broadway.

Grand Hotel and New Annex, 31st St. & Broadway.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

Note (a)—Connection from Bridgehampton to Montauk Point (good to Easthampton and Amagansett, but very sandy in spots beyond). Turn left at 4-corners (12.0 m), on the Shore Road to Easthampton (18 m), turning left at end of road, past small pond (on left, after the turn). At fork, 1 mile beyond (19 m); keep to right, passing windmill (on left) to fork (20.2 m); bear to left on macadam, running straight ahead through crossroads (21.4 m) into Amagansett (22.1 m).

When near RR. station turn right, passing schoolhouse (on left after the turn); just beyond (22.3 m), turn left, crossing wood bridge over RR. (23.4 m) and taking right fork. Cross RR. sidetrack (24.4 m) and RR. again (26.8 m); pass Life-saving stations (27.1 m and 32.1 m) to fork (33 m), where (leaving telegraph wires), take the left-hand road. Turn very sharp right (34.9 m) to the Montauk Inn; from the Inn take right-hand road (downhill) to fork (36.5 m), where keep left with single line of telegraph wires, running through toll-gate (38.2 m) to Montauk Point (136.4 m).

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Note (b)—Connection across the Island from Patchogue to Port Jefferson. From Patchogue, village center, run east on South Shore Road 1.3 mile, turning 90° left at nurseries on corner into Medford Ave., direct across RR. tracks at Medford station. Bear left short distance beyond, winding but direct, passing near the inland villages of Selden and Terryville. See map, "Far Part, Long Island," page 266, for general direction of run, through irregular forks just before reaching Port Jefferson station. Thence straight ahead on Main St., downhill to center of village, Port Jefferson (18 m). Belle Terre Club Inn; Arden-craig Inn.

Note (c)—Connection, Massapequa Station to Oyster Bay. From Massapequa Station turn square right into the Hicksville-Jericho Road, straight ahead through 4-corners (3.5 m—intersection of the Bethpage Turnpike). Direct across RR. (4.1 m) into Broadway, center of Hicksville (7 m); run through on same street, crossing RR. again (grade—7.1 m), oiled road to Jericho (8.9 m).

Keep to right (leaving the Jericho Turnpike, branch road to left), direct road through 4-corners at East Norwich (12.5 m). Straight ahead, keeping right at fork (14.1 m), entering by South St. to Main St., Oyster Bay (14.5 m).

Note (d)—For Long Beach.—Rockville Center (97.5 m). At cannon in reverse fork turn sharp left into Lincoln Ave.—oiled macadam—keeping right at fork (98.3 m). At next fork (98.7 m), take left into the Long Beach Road, passing Atlantic Ave. on right (98.9 m—joining the other circuit which comes down from Lynbrook).

Straight ahead, curving right one mile beyond, crossing bridges (100.2 m and 100.5 m). Cross RR. (100.9 m) curving left to same RR. again (102 m), direct over two long wood bridges and RR. a final time to the waterfront at Long Beach (103.4 m).

Note (e)—For Far Rockaway and Arverne. From Lynbrook (98.8 m) turn left at garage on corner into the "Rockaway Road," crossing RR. (grade) at Lynbrook station (99 m). Direct past hotel in reverse fork (100 m); this is the dividing point on these circuits between the down-trip from the Merrick Road via Lynbrook and the up-trip to the Merrick Road via Valley Stream. At fork by hotel (100.8 m) keep left—straight ahead—on Rockaway Ave. or Broadway.

Follow winding but direct main road through Hewlett, Woodmerc, Cedarhurst and Lawrence (distinct points only on the RR.—over to right; here a continuous thoroughfare of fine summer houses). At fork (104.4 m), keep right (now Cornaga Ave.), meeting brick pavement intersection of Central Ave. bank building on left-hand corner), Far Rockaway.

For Edgemere, Arverne, Hammels, Holland, Seaside and Rockaway Park, run straight ahead on Cornaga Ave. across Central Ave. over single track, crossing RR. (grade—105.1 m). Immediately beyond, sign "Rockaway Beach," turn left across RR. again at grade to end of road; then right over same tracks a third time (105.4 m).

Straight ahead across iron bridge (105.7 m), past Edgemere RR. station (105.8 m) on left. (For Edgemere Club turn left across RR. at station 3-10 mile to beach at end of road.) Continue direct on "Boulevard," macadam over dangerous RR. crossing (107.4 m) into Arverne (107.6 m).

Holland, Seaside and Rockaway Park are along the next 2 miles of the Boulevard, direct and unmistakable running either way.

Route 107—New York to Oyster Bay—39.1 m.

Route map, pages 266-7

Reverse route, No. 108

Via Williamsburg Bridge, Brooklyn, Jamaica, the Jericho Turnpike, Jericho and East Norwich.

(Good macadam practically all the way; numerous easy hills on the second half.)

MILEAGES
Total Intermediate

0.0 0.0

COLUMBUS CIRCLE, 59th St. and Central Park West.

Run down Broadway to 23rd St. (1.9 m); at Flatiron Bldg. keep right into 5th Ave., direct to Washington Sq. Pass under arch (2.7 m), bearing left to 4th St., lower side of square (2.8 m).

Turn left on E. 4th St. across Broadway (3 m) to Bowery (3rd Ave. "L"). Turn right (3.2 m) down Bowery to Delancey St. (open block on left); turn 90° left, direct to right-hand driveway of

4.1 4.1 **WILLIAMSBURG BRIDGE..** (Straight 10c toll.)

At Brooklyn end of bridge (5.5 m), bear immediately right to Broadway, running under "L" to Havemeyer St. (outer boundary of open Plaza facing bridge). Turn right (5.7 m) on Havemeyer St. to end of same at Division St. (5.8 m); jog left and immediately right 2 blocks on Wilson St. to Bedford Ave. (6 m).

Turn left on Bedford Ave.; at Grant statue (8.3 m.) bear right direct to Slocum statue at head of grade (8.7 m). Turn 90° left on Eastern Parkway, bearing left with parkway (10.4 m) and again left across trolley (11.1 m). Bear left (11.3 m), keeping to right under "L," then straight ahead, crossing RR. at grade, intersecting just beyond

11.7 7.6 **BUSHWICK AVE.** (For this and other connections from Williamsburg Bridge see Long Island Gateways map, pages 192-193.)

Turn 90° right on Bushwick Ave.; 1-3 mile beyond bear left up brick-paved road (a slight detour to cut off a bad mile on Jamaica Ave). At fork (12.7 m) keep right on macadam, descending grade with "horseshoe curve" at bottom, intersecting at right angles.

13.2 1.5 **JAMAICA AVE.**

Turn 90° left on Jamaica Ave. with double trolley, direct, but poor pavement. Run under "L" terminal in front of Cypress Hills Cemetery (13.6 m), direct to Richmond Hill RR. station on left (16.1 m).

Turn diagonally left across tracks (gates, but dangerous grade) straight ahead one block, then 90° right into Hillside Ave. (16.2 m). Straight ahead on wide macadam to Peace Monument, Bergen St. & Hillside Ave. 1-3 mile north of Fulton, the business street).

18.1 4.9 **JAMAICA.**

For variant to Jericho via Belmont Race-track, see note (a).

For Garden City, see note (b).

Straight ahead on Hillside Ave., 2½ miles to crossing of Queens Road (iron signpost—206 m); turn 90° right to end of road at Queens (21.4 m). Turn left into Jericho Turnpike, direct under RR. (23.5 m), running past Krug's Corner (27.4 m), just above Mineola.

Direct over RR. just beyond, crossing the Westbury road (at right angles—29.6 m—connection to and from Westbury). Direct and unmistakable on fine wide macadam to "T" in road.

**Nothing Will Make That Man Ahead
Move Over But a KLAXON**

GARDEN CITY HOTEL

GARDEN CITY, L. I.



Open all the year. 18 miles from New York

New a la Carte Dining Room. Garage in connection; free charging station, 200 rooms; 82 private baths; Italian marble swimming pool; lighted throughout by electricity. Select patronage. From New York and Brooklyn, good macadam roads all the way—practically level. Send for Road Map.

J. J. LANNIN CO., Proprietors

JOHREN'S HOTEL

OPPOSITE COURT HOUSE

MINEOLA, LONG ISLAND, N. Y.

Located on corner Mineola Boulevard and old Country Road

33.5 15.4 JERICHO.

Turn oblique left, straight ahead on the Jericho-Oyster Bay Road, crossing the North Hempstead Turnpike at 4-corners, East Norwich (37.1 m). Direct on main road, keeping right at fork (38.7 m), running into South St. to intersection of Main St.

39.1 5.6 OYSTER BAY, Main & South Sts.

For diverging routes, see Index map Long Island Section, page 266.

Note (a)—From Jamaica (18.1 m) straight ahead on Hillside Ave. $2\frac{1}{2}$ miles to crossing of Queens Road (iron signpost—20.6 m); turn square right to end of road at Queens (21.4 m). Turn left into Jericho Turnpike, and immediately right across RR. (21.6 m).

Pass main entrance to Belmont Race Track on left (22.7 m), direct on main road, most of way with trolley. Cross RR. near W. Hempstead station (27.2 m); at fork just beyond (27.4 m), keep left—straight ahead—into Fulton St., center of Hempstead (28.1 m). **Hoffman House.**

Pass RR. station on left, straight ahead—road narrow at times but good throughout—to 4-corners (intersection of the Hicksville-Massapequa Road). Turn square left (35.4 m), crossing RR. (36 m), fine wide macadam, becoming Broadway through center of Hicksville (38.9 m). Direct through, crossing RR. (39 m) to fork of 3 roads at Jericho (40.8 m).

Note (b)—Variant, Jamaica to Hempstead via Garden City. From Jamaica (18.1 m) run straight ahead on Hillside Ave. $2\frac{1}{2}$ miles to crossing of Queens Road (iron signpost—20.6 m); turn square right to end of road at Queens (21.4 m). Turn left into Jericho Turnpike, direct under RR. (23.3 m), meeting trolleys at intersection of the Mineola Cross Road (27.1 m). (**Johren's Hotel**, opposite C. H.)

Turn square right with trolley, straight ahead under RR at Mineola station on left (27.7 m), through 4-corners immediately beyond. Pass Court House on right, crossing spur RR. track (grade—28.5 m); one block before coming to RR. turn right into Garden City (29.3 m). **Garden City Hotel and Garage.**

At end of road turn left on Cathedral Ave. (29.4 m) across RR. (29.5 m), fine wide macadam passing Cathedral on right (29.6 m). Straight ahead to another RR. crossing (grade—30.4 m), intersecting Fulton Ave. (just west of business center), Hempstead (30.8 m). **Hoffman House.**

Route 108—Oyster Bay to New York—39.1 m.

Route map, pages 266-7

Reverse Route, No. 107

Nearly direct south to Jericho, thence along the upper side of the 1st Vanderbilt Cup Course to Queens.

0.0 0.0 **OYSTER BAY**, Main & South Sts.

Run down South St., keeping right at fork (0.4 m) direct to intersection of the North Hempstead Turnpike at East Norwich (2 m). Straight ahead on the Oyster Bay-Jericho Road, turning right at fork entering

5.6 5.6 **JERICHO**.

For variant to Jamaica via Belmont Race-track, see note a.

Straight ahead—now on the Jericho Turnpike—unmistakable, fine wide macadam. Cross the Westbury Road (at right angles—9.5 m—connection to and from Westbury), running past Krug's Corner (11.7 m), just above Mineola.

Pass under RR. bridge (15.6 m), following trolley to Queens (17.7 m); turn 90° right on the Queens Road to Hillside Ave. (18.5 m). Turn left, direct 2½ miles to Peace Monument, Bergen St. and Hillside Ave. (1-3 mile north of Fulton, the main business street).

21.0 15.4 **JAMAICA**. Morris Garage, Fulton St. & Merrick Road.

Direct on Hillside Ave.—wide macadam across “blind” single-track trolley. **Straight ahead** at garage on right (22 m—right is Hoffman Boulevard for L. I. City), following Hillside Ave. until one block before Richmond Hill station (22.9 m).

Turn 90° left one block running diagonally right across tracks at station (gates but dangerous grade), swinging further to right into Jamaica Ave. (23 m). Thence direct but poor pavement, running under “L” terminal in front of Cypress Hills Cemetery (25.5 m).

4-10 mile beyond cemetery turn right (a slight detour to cut off a bad mile on Jamaica Ave.), winding to left, macadam then brick pavement back to Jamaica Ave. (27.1 m). Bear right, straight ahead 1-3 mile on Bushwick Ave. to intersection of

27.4 6.4 **EASTERN PARKWAY**. (For this and other connections from this point to Williamsburg Bridge, see Long Island Gateways map, pages 192-193).

Turn 90° left across RR. at grade; thence direct on Parkway (wide macadam, bends but no trolleys) to Slocum statue (30.4 m). Turn 90° right on Bedford Ave.; at Grant statue (30.8 m) bear left, following Bedford Ave. to Division St. (33.3 m). Turn left **down** Division St. and first right—Berry St.—running under both Broadway “L” and bridge approach. Immediately beyond turn right to vehicle entrance and short right onto

33.6 6.2 **WILLIAMSBURG BRIDGE**. (Straight 10c. toll.)

From Manhattan end of bridge (3.5 m) run straight

Route 111

Long Island Section

ahead through Delancey St. to end of same at Bowery. Turn right up Bowery, bearing left at Cooper Square (36.2 m), then straight ahead into 4th Ave., crossing 14th St.

Pass Union Square on left; at end of same turn left one block on E. 17th St., bearing right into Broadway (36.8 m). Follow Broadway past Flatiron Bldg. on left (37.2 m), diagonally all way to

39.1 5.5 **COLUMBUS CIRCLE**, 59th St. & Central Park West. Woodstock Hotel Co., 127 W. 43d St.

Hotel Empire, 3 blocks north of Columbus Circle.

Grand Hotel & New Annex, 31st St. & Broadway.

Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For map of Manhattan see New York City Section, page 58.

For diverging routes, see Index map, New York City Section, pages 56-7.

For through connections, see Trunk-line Index map, page 1B.

Note (a).—Turn right in front of P. O., Jericho 5.6 m, 1.8 miles beyond curve left with oiled road across RR. into Broadway center of Hicksville (7.5 m). Straight ahead on main road across RR. (10.4 m) to 4-corners, intersection of Bethpage Road (11.0 m). Turn square right, sign "Hempstead," narrower but good road; at fork (17.8 m) keep right into Fulton St., center of Hempstead (18.3 m). Hoffman House.

Pass RR. station on right; at fork (19.0 m), curve right, crossing RR. and meeting trolley (19.2 m), near W. Hempstead station. Continue direct on main road, past main entrance to Belmont Race-track on right (23.7 m); straight ahead across RR., running into the Jericho Turnpike again at Queens (24.8 m).

Turn left and 1st right (25.0 m) into Queens Road, straight ahead to intersection of Hillside Ave. (25.8 m). Turn left on Hillside Ave. direct $2\frac{1}{2}$ miles to Peace Monument, Bergen St. and Hillside Ave. ($\frac{1}{4}$ mile north of Fulton the main business street) Jamaica (28.3 m).

Route 111—New York-Coney Island—16.6 m.

Route map, pages 270-1

Reverse route, No. 115

Via Williamsburg Bridge, Bedford Ave., Prospect Park and Ocean Parkway.

Roads principally asphalt and macadam. Heavy traffic to Bedford Ave., Brooklyn; mostly clear beyond.

This route and the one following provide round trips IN OPPOSITE DIRECTIONS between New York and Coney Island (including Brighton Beach, Manhattan Beach, Seagate, etc.), going and returning through Brooklyn. Both circuits pass directly in front of the 3 racing tracks located in this district—Gravesend, Brighton Beach and Sheepshead Bay.

Almost exactly equal in mileage, the route to the "Island" via Prospect Park and the Ocean Parkway is the more picturesque. The roads average wider and there are no trolleys, but the Parkway is constantly patrolled for speeding. The Bedford Ave.-Flatbush Ave.-Kings Highway-Ocean Ave. line has trolleys part of the way, but it is not so much patrolled and more miles per hour can often be made this way.

Running directly to and from either the Gravesend or Brighton Beach tracks, without regard to a "circuit trip," take the Prospect Park-Ocean Parkway line both ways. For the Sheepshead Bay track, under like circumstances, take the Bedford Ave.-Flatbush Ave.-Kings Highway-Ocean Ave. line both ways. Kings Highway is a good macadam road between Ocean Parkway and Ocean Ave. (above all three tracks), connecting this and the following circuit a short distance above the "Island," if desired to use either that way.

MILEAGES
Total Intermediate

0.0 0.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Run down Broadway to 23rd St. (1.9 m); at Flatiron

Long Island Section

Route 112

Bldg. keep right into 5th Ave., direct to Washington Sq. Pass under arch (2.7 m), bearing left to 4th St., lower side of square (2.8 m).

Turn left on E. 4th St. across Broadway (3 m) to Bowery (3rd Ave. "L"). Turn right (3.2 m) down Bowery to Delancy St. (open block on left); turn 90° left, direct to right-hand driveway of

4.1 4.1 **WILLIAMSBURG BRIDGE.** (Straight 10c toll.)

At Brooklyn end of bridge (5.5 m), bear immediately right to Broadway, running under "L" to Havemeyer St. (outer boundary of open Plaza facing bridge). Turn right (5.7 m) on Havemeyer St. to end of same at Division St. (5.8 m); jog left and immediately right 2 blocks on Wilson St. to Bedford Ave. (6 m).

Turn left on Bedford Ave.; at Grant statue (8.3 m) bear right direct to Slocum statue at head of grade (8.7 m). Turn 90° right on Eastern Parkway, curving left at open Plaza into

9.5 5.4 **PROSPECT PARK.**

(For route to Prospect Park via old Brooklyn Bridge, see "Long Island Gateways," pages 270-1.)

At 1st fork (near entrance) bear right, following main-traveled road, winding but direct through park to end of same (11.3 m). Continue to right 2-10 mile, turning 90° left (11.5 m) into Ocean Parkway.

Straight ahead on wide macadam without turn to the ocean-front (under constant patrol for "speeding"). Pass main entrance to BRIGHTON BEACH RACE TRACK on left (16.4 m), crossing trolleys twice at grade to end of Ocean Parkway at Surf Ave. (at right angles along beach),

16.6 7.1 **CONEY ISLAND,** Hotel Riccadonna; Ravenhalls Hotel.

At ocean-front turn right for amusement center or for Seagate, western extremity of the Island, 2 miles from end of Ocean Parkway or 18.6 miles from Columbus Circle, New York.

Route 112—Coney Island to New York—16.9 m.

Route map, pages 270-1

Reverse route, No. 114

Via Neptune Ave., Bedford Ave. and Williamsburg Bridge; nearly all macadam.

MILEAGES

Total Intermediate

16.6 0.0

From ocean-front to Surf Ave., run north on Ocean Parkway past front entrance to BRIGHTON BEACH RACETRACK on right (16.9 m); at Neptune Ave., just beyond, turn right with trolleys past auto entrance to park. Continue under RR. viaduct* and over bad grade crossing (17.7 m), following Neptune Ave. to foot of

18.1 1.5 **OCEAN AVE.** (Opposite Manhattan Beach.)

*For MANHATTAN BEACH AND ORIENTAL HOTELS: At RR. viaduct take right fork over bad RR. crossing. At signs shortly beyond, take right for Manhattan Beach Hotel; or left (followed by right just beyond) for Oriental Hotel.

Turn left up Ocean Ave., past SHEEPSHEAD BAY RACE TRACK on right (18.7 m), following trolleys; at

Route 114

Long Island Section

Kings Highway (20 m) turn right. Straight ahead on Kings Highway; again meeting trolleys (21.2 m), turn left on Flatbush Ave. Continue with car tracks (some poor roads 1908) to beginning of Bedford Ave. (22.6 m). Bear right(leaving trolleys on left) direct to head of grade at

24.8 6.7 **SLOCUM STATUE**, Bedford Ave. and Eastern Parkway.

Straight ahead across parkway; at Grant Statue (25.2 m) bear left, following Bedford Ave. to intersection of Division St. (27.7 m). Turn left down Division St. and first right—Berry St.—running under both Broadway “L” and bridge approach. Immediately beyond turn right to vehicle entrance and short right onto

28.0 3.2 **WILLIAMSBURG BRIDGE**. (Straight 10c toll.)

From Manhattan end of bridge (29.4 m) run straight ahead through Delancey St. to end of same at Bowery. Turn right up Bowery, bearing left at Cooper Sq. (30.6 m), then straight ahead into 4th Ave., crossing 14th St.

Pass Union Square on left; at end of same turn left one block on E. 17th St., bearing right into Broadway (31.2 m). Follow Broadway past Flatiron Bldg. on left (31.6 m), diagonally all way to

33.5 5.5 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Woodstock Hotel Co., 127 W. 43d St.

Hotel Empire, 3 blocks north of Columbus Circle.

Grand Hotel & New Annex, 31st St. & Broadway.

Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For optional entrance, see New York City map, page 58.

For diverging routes, see Index map, New York City Section, pages 56-7.

For through connections, see Trunk-line Index map, page 1B.

Route 114—New York-Coney Island—16.9 m.

Route map, pages 270-1

Reverse route, No. 112

Via Williamsburg Bridge, Bedford Ave., Flatbush Ave., King's Highway, Ocean Ave. and Neptune Ave. Roads principally asphalt and macadam. Heavy traffic to Bedford Ave., Brooklyn; mostly clear beyond.

MILEAGES

Total Intermediate

0.0 0.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Run down Broadway to 23d St. (1.9 m); at Flatiron Bldg. keep right into 5th Ave. direct to Washington Sq. Pass under arch (2.7 m), bearing left to 4th St., lower end of square (2.8 m).

Turn left on E. 4th St. across Broadway (3 m) to Bowery (3rd Ave. “L”). Turn right (3.2 m) down Bowery to Delancey St. (open block on left); turn 90° left, direct to right hand driveway of

4.1 4.1 **WILLIAMSBURG BRIDGE**. (Straight 10c. toll.)

At Brooklyn end of bridge (5.5 m), bear immediately

right to Broadway, running under "L" to Havemeyer St. (outer boundary of open Plaza facing bridge). Turn right on Havemeyer St. to end of same at Division St. (5.8 m); jog left and immediately right 2 blocks on Wilson St. to Bedford Ave. (6 m).

Turn left on Bedford Ave.; at Grant Statue (8.3 m) bear right direct to Slocum Statue at head of grade (8.7 m); this is the dividing point for circuits Nos. 7 and 8. **Straight ahead** on Bedford Ave. to end of same (10.9 m); turn left on Flatbush Ave. with trolleys. Some poor road (1907), at road-house on corner turn right into

12.3 8.2 KING'S HIGHWAY.

Continue 1.2 miles to intersection of Ocean Ave. (13.5 m); then left with trolleys passing front of SHEEPS-HEAD BAY RACETRACK on left (14.8 m). Straight ahead to end of Ocean Ave. at waterfront (15.4 m) opposite Manhattan Beach.

Turn right on Neptune Ave. (trolleys) over bad grade crossing (15.8 m), running under RR. viaduct just beyond. Pass auto entrance to BRIGHTON BEACH RACETRACK; at Ocean Parkway just beyond, turn left past main entrance to racetrack (16.6 m). Cross trolleys twice (grade) to end of Ocean Parkway at Surf Ave. (at right angles along beach.

16.9 4.6 CONEY ISLAND. Hotel Riccadonna; Ravenhalls Hotel.

At ocean-front turn right for amusement center or for Seagate, western extremity of the Island, 2 miles from end of Ocean Parkway or 18.9 miles from Columbus Circle, New York.

For connecting routes, see map, pages 270-271.

Route 115—Coney Island to Brooklyn and New York— 16.6 m.

Route map, pages 270-1

Reverse route, No. 111

Via Prospect Park and Williamsburg Bridge; roads mostly macadam.

MILEAGES
Total Intermediate

16.9 16.9 From ocean-front to Surf Ave. run north on Ocean Parkway past front entrance to BRIGHTON BEACH RACETRACK on right (17.1 m). Straight ahead on fine wide macadam (under constant patrol for "speeding"), bearing right with parkway near end of same into

22.2 5.3 PROSPECT PARK.

Keep right-hand driveway, winding but direct through the park; at end of same (24 m), continue to right of Plaza. Immediately turn right into Eastern Parkway straight ahead to Slocum Statue, at intersection of Bedford Ave. (24.8 m).

Turn 90° left; at Grant Statue (25.2 m) bear left, following Bedford Ave. to intersection of Division St. (27.7 m.) Turn left **down** Division St. and first right—Berry St. running under Broadway "L" and bridge approach.

Route 121

Long Island Section

Immediately beyond bridge approach turn right to vehicle entrance and short right onto

28.0 5.8 **WILLIAMSBURG BRIDGE.** (Straight 10c. toll.)

From Manhattan end of bridge (29.4 m) run straight ahead through Delancey St. to end of same at Bowery. Turn right up Bowery, bearing left at Cooper Square (30.6 m), then straight ahead into 4th Ave., crossing 14th St.

Pass Union Square on left; at end of same turn left one block on E. 17th St., bearing right into Broadway (31.2 m). Follow Broadway past Flatiron Bldg., on left (31.6 m), diagonally all way to

33.5 5.5 **COLUMBUS CIRCLE,** 59th St. & Central Park West.

Woodstock Hotel Co., 127 W. 43d St.

Hotel Empire, 3 blocks north of Columbus Circle.

Grand Hotel & New Annex, 31st St. & Broadway.

Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For optional entrances, see New York City map, page 58.

For diverging routes, see Index map, New York City Section, pages 56-7.

For through connections, see Trunk-line Index map, page 1B.

Route 121—New York-Bay Ridge-New York—32.4 m.

Route map, pages 270-1

Reverse route, No. 122

Via "old" Brooklyn Bridge and its immediate connections to 4th Ave., and Bay Ridge Parkway; returning via Ft. Hamilton, Bensonhurst, 22nd Ave., Ocean Parkway, Prospect Park and Williamsburg Bridge. Roads principally asphalt and macadam. Heavy traffic to and from Brooklyn; mostly clear beyond.

MILEAGES

Total Intermediate (For optional exits, see New York City map, page 58.)

0.0 0.0 **COLUMBUS CIRCLE,** 59th St. & Central Park West.

Run down Broadway to 23d St. (1.9 m); at Flatiron Bldg. keep right into 5th Ave., direct to Washington Sq. Pass under arch (2.7 m), bearing left to 4th St., lower side of square (2.8 m).

Turn left on E. 4th St. across Broadway to Lafayette St. (3 m—1st cross-street beyond Broadway); turn right down Lafayette St., bearing left between subway stations (4 m). Bear right (4.1 m), signs "Ottendorfer Square," straight ahead along City Hall park to right-hand drive way of the "old"

4.3 4.3 **BROOKLYN BRIDGE.** (Straight 10c. toll.)

Cross bridge on narrow stone-and-wood roadways; from bridge exit (5.5 m) run straight ahead into Liberty St., bearing diagonally right under Fulton St. "L" (5.7 m) into Clinton St. Straight ahead on Clinton St. to Pacific St. (one block beyond crossing of Atlantic Ave. trolleys).

Turn left on Pacific St. (6.2 m); one block beyond jog left and immediately right to 4th Ave. (narrow "park"

Long Island Section

Route 122

in center). Turn right (7.1 m) straight ahead on 4th Ave.; one block beyond "L" cross 39th St. (9.6 m—connection into this route from 39th St. Ferry).

Run onto macadam (10.6 m); short distance beyond (11 m), turn right under "L" and stone arch, direct through 4-corners to Edison Power House (11.6 m). Bear left to the water-front, winding but direct past Crescent Athletic Club (12.7 m) to

14.0 9.7 FT. HAMILTON.

At cannon on left turn 90° left, taking 1st right—92nd St.—at roadhouse on corner (14.6 m). Short distance beyond (15 m), bear diagonally right into Cropsey Ave. (parkway); follow same, bearing right over bridge (15.4 m), with left turn (15.6 m).

Straight ahead on parkway to 22nd Ave., Bensonhurst (16.8 m); turn 90° left across trolleys (16.9 m). Direct across trolleys (17.2 m), RR. (18.1 m) and RR. again (18.8 m), intersection the Ocean Parkway (19.2 m). Bear left, straight ahead on fine wide macadam, keeping right with parkway near end of same (20.9 m) into

21.1 7.1 PROSPECT PARK.

Follow directions in Route 115 to

32.4 5.5 COLUMBUS CIRCLE, 59th St. & Central Park West.

Woodstock Hotel Co., 127 W. 43d St.

Hotel Empire, 3 blocks north of Columbus Circle.

Grand Hotel & New Annex, 31st St. & Broadway.

Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For optional entrances, see New York City map, page 58.

For diverging routes, see Index map, New York City Section, pages 56-7.

For through connections, see Trunk-line Index map, page 1B.

Route 122—New York-Bay Ridge-New York—32.4 m.

Route map, pages 270-1

Reverse route, No. 121

Via Williamsburg Bridge, Prospect Park, Ocean Parkway, 22nd Ave., Bensonhurst and Ft. Hamilton to Bay Ridge Parkway, returning via 4th Ave. and its immediate connections to the "old" Brooklyn Bridge. Roads principally asphalt and macadam. Heavy traffic to and from Brooklyn; mostly clear beyond.

MILEAGES
Total Intermediate (See New York City map, page 58, and "Long Island Gate ways" map, pages 270-271.)

0.0 0.0 COLUMBUS CIRCLE, 59th St. & Central Park West.

Follow directions in Route 111 to

9.5 5.4 PROSPECT PARK.

At 1st fork (near entrance) bear right, following main-traveled road, winding but direct through park to end of same (11.3 m). Continue to right 2-10 mile, turning 90° left (11.5 m) into Ocean Parkway.

Straight ahead on fine macadam, bearing diagonally right into 22nd Ave. (13.2 m—easily missed at speed).

Route 122

Long Island Section

Straight ahead on 22nd Ave. across RRs. (at 13.6 m & 14.3 m), direct across trolleys (15.2 m & 15.5 m) to intersection of Cropsey Ave., Bensonhurst (15.6 m).

Turn 90° right on Cropsey Ave., straight ahead, with right turn (16.8 m), crossing bridge (17 m) to intersection of 92nd St. (17.4 m). Bear left into 92nd St. short distance to Ft. Hamilton Ave., roadhouse on corner (17.8 m); turn 90° left to

18.4 8.9 FT. HAMILTON.

At cannon on right turn right on Bay Ridge Parkway, winding but direct along waterfront past Crescent Athletic Club (19.7 m). Bear to right with Parkway past Edison Power House (20.8 m), through 4-corners, under stone arch and "L" to intersection of 4th Ave. (21.4 m).

Turn 90° left, straight ahead on macadam and asphalt 3.9 miles; at brick library on right (25.3 m) turn left into Pacific St. At end of street jog left and immediately right one block farther on Pacific St. to intersection of Clinton St. (26.2 m).

Turn right direct to and under Fulton St. "L" (26.7 m), keeping straight ahead into Liberty St. (a broad street which leads directly to the bridge, but which cannot be used all the way in this direction). At Nassau St. (2nd right going down Liberty St.), turn right under bridge approach then left with trolleys and trucks to right-hand driveway of the "old"

26.9 8.5 BROOKLYN BRIDGE. (Straight 10c toll.)

Cross bridge on narrow stone-and-wood roadways; from exit on Park Row (28.1 m), turn right under "L" one block to Chambers St.; (this course is necessary during "rush hours;" otherwise keep diagonally right to Center St.). Turn left one block on Chambers St., turning 1st right up Center St. through "Ottendorfer Square" (28.3 m).

Keep left into and up Lafayette St. between Subway station (28.4 m) into 4th Ave., crossing 14th St. Pass Union Square on left; at end of same turn left one block on E. 17th St., bearing right into Broadway (30 m). Follow Broadway past Flatiron Bldg. on left (30.5 m), diagonally all way to

32.4 5.5 COLUMBUS CIRCLE, 59th St. & Central Park West.

Woodstock Hotel Co., 127 W. 43d St.

Hotel Empire, 3 blocks north of Columbus Circle.

Grand Hotel & New Annex, 31st St. & Broadway.

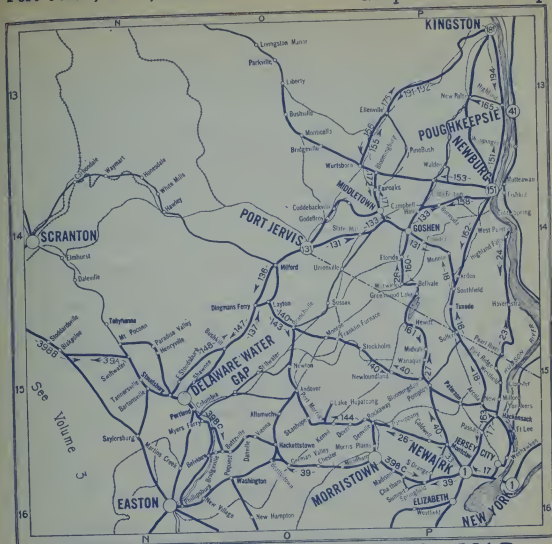
Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112 W. 52nd St.

For optional entrances, see New York City map, page 58.

For diverging routes, see Index map. New York City Section, pages 56-7.

For through connections, see Trunk-line Index map, page 1B.



PORT JERVIS GRAPHIC INDEX MAP

The numbers on the various routes refer to corresponding route numbers in this volume of the Blue Book, shown at the beginning of each route, and at the top of each page, in bold-face type. These numbers are **not to be confused** with the page numbers appearing at the bottom of the page in very small type.

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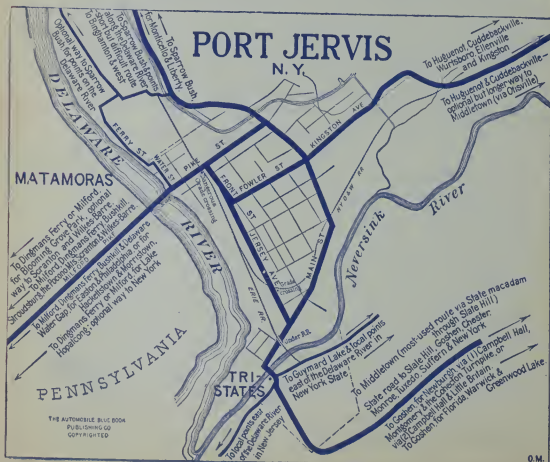
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PORT JERVIS, N. Y., SECTION

ROUTES 131-150

Route 131—Port Jervis to New York City—76.4 m.

Route map below.

Reverse route, No. 18.

Out Jersey Ave. and Main St. to the village of Tri-States, thence on the main traveled macadam through Slate Hill, GOSHEN, Chester and Monroe, connecting with the Newburgh-New York route for Tuxedo, Suffern, Hackensack, and Ft. Lee (180th St. ferry).

This is the most-used and quickest Port Jervis-New York route, and carries more travel from the Delaware River to the Hudson Valley than any other line. Roads mostly macadam, over which good time can usually be made, though there are several small towns with strict ordinances and occasional auto-traps.

MILEAGES
Total Intermediate

(For this and optional exits, see Port Jervis map, opposite.)

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | PORT JERVIS , Pike & Front Sts. (just above Erie RR. crossing); start southeast on Front St. |
| 0.1 | 0.1 | Fork; keep to right into Jersey Ave., with the trolley, straight ahead (leaving car-tracks to left—0.2 m), across RR. (0.6 m). |
| 0.8 | 0.7 | End of Jersey Ave.; turn right on Main St. (sign, "Mid-dletown," "Goshen"), following trolley under Erie RR. |
| 1.1 | 0.3 | End of Main St.; turn left across iron bridge (Neversink River). |
| 1.2 | 0.1 | Tri-States ; go through irregular 4-corners at center of small village, avoiding left-hand road just beyond (1.3 m). |
| 1.5 | 0.3 | Turn left on macadam—sign, "Slate Hill." (This is a new road, winding up and down numerous grades, with frequent fine views and occasional dangerous curves; the only directions necessary for several miles are to follow the main-traveled macadam, avoiding the many side-roads and dirt roads.) |



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BOOKLETS

AMERICAN PLAN

Route 131

Port Jervis, N. Y., Section

- 13.7 12.2 **Caution** for dangerous RR. crossing at **Slate Hill** station; then straight ahead, ascending grade (15.1 m).
- 15.8 2.1 Turn left with the macadam, leaving dirt road straight ahead.
- 17.2 1.4 End of road (**for Middletown, turn left**); **for Goshen, Tuxedo and New York, turn right** on macadam, curving left through cross-roads (Denton—18.9 m). Cross small bridge in hollow (19.0 m) and iron bridge (Wallkill River—19.6 m), straight ahead to
- 21.6 4.4 End of road; turn left across RRs. (22.1 m, 22.5 m, 22.8 m & 23.3 m) into W. Main St., straight ahead to (**but not past**) park at center of
- 23.4 1.8 **GOSHEN**, Main & Church Sts.
St. Elmo Hotel, opposite Erie RR. station.
For connection to Newburgh, see page 310.
Bear right at park into Church St.—which shortly becomes a winding road out of town.
- 25.5 2.1 Turn right across bridge over RR., bearing left (26.6 m), across small iron bridge.
- 27.2 1.7 Three-corners; curve left (right-hand road leads to Florida).
- 27.7 0.5 End of road at iron watering trough, lower edge of **CHESTER**; turn right.
- 28.0 0.3 Fork; take the left-hand road—sign, “Monroe” (avoiding right-hand road, which crosses RR.).
- 28.3 0.3 Turn right, passing under RR.
- 28.6 0.3 Fork immediately after crossing small stone culvert; **take the left-hand road, uphill**.
- 29.1 0.5 Turn right at signpost; cross iron bridge (29.2 m), and ascend grade on macadam.
- 30.0 0.9 Turn left over RR. bridge and immediately right, up another grade.
- 31.8 1.8 Fork (right leads to Oxford Depot); take the left-hand road, upgrade, sign “Monroe”—fine views! Gradually descend grade.
- 34.4 2.6 **MONROE**; straight through, crossing RR. at Monroe station.
- 34.8 0.4 [At this mileage—0.4 m—out of Monroe, a left-hand road has auto club sign, “Tuxedo”; this refers to the longer way—via Turners—into the Newburgh-New York route about 2 miles above Arden. It is a matter of choice, but under ordinary circumstances the shorter way is all right.]
Pass left-hand road (34.8 m—referred to in the preceding paragraph), by keeping straight ahead past several roads on right and left. Ascend steep grade, gradually descending grade on narrower road (fine views!).
- 38.7 3.9 **Caution** for sharp left curve on the downgrade; road now improves and continues to descend winding grade through woods—**caution** (40.0 m) for sharp left curve at private estate.

- 40.7 2.0 Turn right into the Newburgh-New York route at small village of **Southfield**.
- 41.5 0.8 Fork; keep to left (lower road, along RR.).
- 42.3 0.8 Three-corners; bear left on main road, shortly coming along Tuxedo Park (on right)—sharp curve (43.7 m). Pass entrance to Tuxedo Park (on right—44.4 m) and RR. station (on left—44.5 m).
- 44.6 2.3 **TUXEDO**; straight through the village—sharp curves (46.4 m). Cross iron bridge at hamlet of **Sloatsburg** (47.4 m); cross single track RR. (47.8 m) and continue down the valley.
- 49.2 4.6 **RAMAPO**; direct through small village, passing right-hand road (49.5 m). Cross iron bridge (Ramapo River—49.8 m) and dangerous RR. tracks (31.8 m); curve right (50.3 m) and continue along Erie RR.
- 51.1 1.9 Keep to right across spur track at **Suffern station**,* straight ahead (leaving Suffern village over to left).

New Mountain House.

*For connection from Suffern to Spring Valley and Nyack, see note "A" in connection with the New York-Newburgh route, No. 16.

Pass right-hand road (51.9 m, which goes under RR. and connects to Ramapo Valley points); the balance of this trip is in New Jersey.

- 52.8 1.7 Direct through 4-corners, **Mahwah**, and through small residencee settlements (**Ramsey**, 55.6 m, and **Waldwick**, 58.8 m), descending grade into
- 59.9 7.1 **HOBOKUS**; straight ahead through the village.
(Road to Ridgewood, Paterson and Newark, and points below Newark without going through Jersey City or New York, turns right across the bridge at Hobokus, 59.9 m.)
- 60.2 0.3 Fork; take the right-hand road—Franklin Turnpike—straight ahead across bridge (Saddle River—61.2 m).
- 61.4 1.2 Turn right, straight ahead for several miles, past water wheel (on right—65.5 m—where route from Paterson, etc., comes in from the right across Saddle River). Cross trolley at **Arcola station** (66.0 m), same road becoming Passaic St., Hackensack. Ignore course of trolleys, keeping straight ahead on Passaic St. across RR. (68.8 m).
- 69.1 7.7 Meeting trolleys, turn right on Main St.—brick pavement—following tracks through
- 69.5 0.5 **HACKENSACK**; cross Erie RR. at center of city and continue straight ahead 2-10 mile only.
(For alternate route, Hackensack to New York via Weehawken Ferry, see separate head at end of the Newburgh-New York route, No. 162.)
- 69.8 0.2 Leave trolleys by turning left into Bridge St., bearing left (70.0 m) across iron bridge (Hackensack River) and Erie RR. (70.4 m)—**caution** for specially dangerous crossing, W. S. RR., at Bogota station (70.7 m). Cross iron bridge (72.4 m), Erie RR. at Leonia station (72.7 m) and double trolleys (73.1 m); ascend grade, crossing single trolley (73.2 m) and double car-tracks (74.2 m). Continue

Route 133

Port Jervis, N. Y., Section

straight ahead (ignoring right turn of trolleys), through Ft. Lee village (74.3 m), carefully descending steep grade (74.5 m)—good control essential.

- 74.6 4.8 Turn right on the River Road—winding downgrade nearly all the way to ferryhouse, Edgewater; cross trolleys, turning immediately sharp left to
- 76.4 1.8 **EDGEWATER FERRY.** (20—30—40c, according to size of car and number of passengers; boats every 20 to 30 minutes).

Cross Hudson River to foot of W. 130th St.; for principal connections throughout the city, see map, "**Main Automobile Routes on Manhattan Island,**" page 58. The most satisfactory way to the central hotel and garage district is straight out from ferry across RR. (4 freight tracks), bearing at once diagonally right under Riverside Drive viaduct, and up winding grade along embankment.

At top of grade keep to right of Grant's Tomb into Riverside Drive, direct past Soldiers' & Sailors' Monument (on right) to end of Drive at 72nd St. Turn left on W. 72nd St., straight ahead to subway entrance, 72nd St. & Broadway, turning right down Broadway, past **Hotel Empire** (on right, Broadway & 63rd St.) to Columbus Circle, Broadway, 8th Ave. and W. 59th St.

Hotel Woodstock, 127 W. 43rd St.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

For city map, see New York City Section, page 58.

For diverging routes see Index map, New York City Section, page 56.

For through connections, see Trunk-line Index map, page 1B.

Route 133—Port Jervis to Newburgh, N. Y.—43.2 m.

Route map opposite

Reverse route, No. 158

Out Jersey Ave. and Main St. to the village of Tri-States; thence on the main-traveled macadam through Slate Hill, GOSHEN, Campbell Hall and Little Britain, entering Newburgh by Broadway; with note of the alternate line, Goshen to Newburgh via Montgomery. Macadam throughout.

MILEAGES

Total Intermediate

(For this and optional exits, see Port Jervis map, page 304.)

- 0.0 0.0 **PORT JERVIS,** Pike & Front Sts. (just above Erie RR. crossing); start southeast on Front St.
- 0.1 0.1 Fork; keep to right into Jersey Ave., with the trolley, straight ahead (leaving car-tracks to left—0.2 m), across RR. (0.6 m).
- 0.8 0.7 End of Jersey Ave; turn right on Main St. (sign, "Middletown," "Goshen"), following trolley under Erie RR. (0.9 m).
- 1.1 0.3 End of Main St.; turn left across iron bridge (Neversink River).
- 1.2 0.1 **Tri-States;** go through irregular 4-corners at center of small village, avoiding left-hand road just beyond (1.3 m).
- 1.5 0.3 Turn left on macadam—sign, "Slate Hill." (This is a new road, winding up and down numerous grades, with



Map of the main-traveled routes between Port Jervis, Middletown, Goshen and Newburgh, N. Y.

frequent fine views and occasional dangerous curves; the only directions necessary for several miles are to follow the main-traveled macadam, avoiding the many side-roads and dirt forks).

- 13.7 12.2 **Caution** for dangerous RR. crossing at **Slate Hill** station; then straight ahead, ascending grade (15.1 m).
- 15.8 2.1 Turn left with the macadam, leaving dirt road straight ahead.
- 17.2 1.4 End of road (for Middletown, turn left); for Goshen, Tuxedo and New York, turn right on macadam, curving left through cross-roads (Denton—18.9 m). Cross small bridge in hollow (19.0 m) and iron bridge (Wallkill River—19.6 m), straight ahead to
- 21.6 4.4 End of road; turn left across RRs. (22.1 m, 22.5 m, 22.8 m & 23.3 m), into W. Main St., straight ahead to park at center of
- 23.4 1.8 **GOSHEN**, Main & Church Sts.
St. Elmo Hotel, opposite Erie RR. station.
 Continue nearly straight ahead on Main St., past park (on right); cross Erie RR. (24.7 m), curving left (25.7 m) to—but not across RR. (28.1 m).
- 28.1 4.7 Turn right, along RR. (on left).
- 28.9 0.8 Cross RR. at **Campbell Hall** station (on left) and bridge (29.3 m).
- 29.3 0.4 Avoid right-hand road immediately beyond the bridge by bearing slightly left on main road, crossing Lehigh & Hudson RR. (31.3 m).
- 31.8 2.5 Go through small village (**Burnside**); cross small bridge and follow the main road.
- 33.0 1.2 Turn left across bridge over RR. near Rock Tavern station, and immediately right.
- 36.5 3.5 **Little Britain**; direct through small village on the main-traveled road, through prominent 4-corners (37.7 m).

H. R. Tel. 76

The Best Place to Stop Over Night

Colonial Tel. 26

NEWBURGH AUTO SHOP**YOUNGS & CO., Inc., Props.**LOZIER, WINTON, HAYNES, BUICK. STORAGE, RENTING and SUPPLIES.
REPAIRING A SPECIALTY. OPEN DAY AND NIGHT ALL THE YEAR.**249 GRAND STREET, : : NEWBURGH, N. Y.**

- 38.5 2.0 Avoid left-hand road by keeping slightly to right on main road.
- 39.5 1.0 Fork; take the left-hand road, passing reservoir (on left —40.2 m).
- 41.6 2.1 (Take care not to pass); leave road straight ahead by turning left on "Haines Cross Road."
- 41.7 0.1 Meeting trolley, turn right on Broadway, following tracks all way to center of
- 43.2 1.5 **NEWBURGH, Broadway & Grand St.**

The Palatine, Grand & 3rd Sts.

Youngs & Co., Garage, 249 Grand St.

For ferry to Fishkill and east side of Hudson, continue straight ahead on Broadway to Colden St., where turn left to water-front.

For city map, see Newburgh Section, page 331.

For diverging routes, see Index map, Newburgh Section, page 329.

For through connections, see Trunk-line Index map, page 1B.

CONNECTION FROM THIS ROUTE TO NEWBURGH VIA MONTGOMERY.

Tourists desiring to run into Newburgh via Montgomery and the Cohecton Turnpike, see map, page 309. This runs out of Goshen exactly the same way as the line already given, but instead of turning right at the mileage (21.8), it crosses the RR. at that point, straight into Montgomery. Turning right at Montgomery, the Cohecton Turnpike is followed direct through Coldenham, entering Newburgh by Broadway, the same as the route already given.

Route 136—Port Jervis to Delaware Water Gap, Pa.—39.7 m.

Route map, opposite

Reverse route, No. 137

Practically all the way along the Delaware River, through Matamoras, MILFORD, DINGMAN'S FERRY, Egypt Mills, BUSHKILL, Shawnee and North Water Gap, entering the Water Gap by the bridge across Cherry Creek. Mostly good shale road, with numerous curves—some dangerous if taken at speed.

MILEAGES

Total Intermediate

For this and optional exits, see Port Jervis city map, page 304.)
0.0 0.0 **PORT JERVIS, N. Y., Front & Pike Sts.**, one block north of Erie RR.

Start nearly south on Pike St., crossing Erie RR. (dangerous crossing—0.1 m).

- 0.2 0.2 Pay 25c toll and cross long iron bridge over the Delaware River.
- 0.4 0.2 **MATAMORAS, Pa.** ("Professional" autotraps); straight through on Pennsylvania Ave., which becomes a heavily-traveled road between the river and foothills. Cross stone bridge (2.5 m), and continue direct—caution for sharp left curve to bridge (6.5 m), and sharp right immediately beyond into Broad St.,

7.0 6.6 **MILFORD**, business center.

Hotel Fauchere, Broad & Catherine Sts.

Milford Inn, 4th & Ann Sts.

Bluff House, on the Delaware River (in sight from the upper or lower road).

The Marguerite, Water St., near foot of Broad St.

Milford Automobile Co., Broad St., nearly opposite the Fauchere House.

Angle's Garage, Catherine St., near Broad St.

7.0 0.0 Turn left into Hartford St.—(signs).

7.2 0.2 Turn right—**dangerous corner**—into Mott St. (signs); cross iron bridge (Sawkill Creek—7.3 m)—sharp right and left curves beyond. Continue on main road along the bluffs of the Delaware River—**caution** for sharp left curve over iron bridge (10.3 m), and immediately right.

10.3 3.1 **Hotel Schanno** (on right, immediately beyond the bridge).

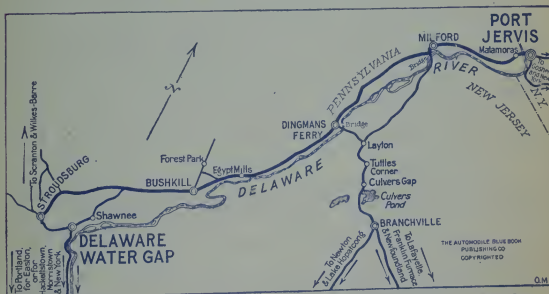
11.9 1.6 **Slow down** for abrupt left turn in woods, across stone culvert.

15.5 3.6 **DINGMANS FERRY**, small village.

Right-hand road at this point leads to grounds of the Blooming Grove Club; left-hand road leads down to the Delaware River and across bridge, making a Dingmans Ferry-New York route via Branchville, Newfoundland and Paterson.

Straight through, crossing iron bridge (15.7 m); continue on unmistakable road down the valley—**special caution** for very dangerous curves (23.8 m).* Cross small bridge at summer hamlet of **Egypt Mills** (23.9 m), following down the valley—more curves (26.1 m).

* Several serious accidents at this point.



Map of the main route from Port Jervis and Milford to either Delaware Water Gap or Stroudsburg, Pa.

27.3 11.8 At this mileage (immediately before crossing RR. at Bushkill station), a right-hand private road leads up to **Forest Park Hotel** and cottages.

27.4 0.1 **BUSHKILL**; direct through center of village.

27.7 0.3 **Germond's French Restaurant** (on right).

Route 137

Port Jervis, N. Y., Section

- 28.0 0.3 Take the right-hand road across iron bridge, straight ahead through cross-road (29.1 m—country store on the corner). Cross bridge over RR. (30.8 m), straight ahead past Echo Lake P. O. (on right—31.1 m).
- 32.3 4.3 Fork immediately after passing Delaware Valley Inn (on right)—this is the dividing point for routes from Port Jervis, Milford and Dingman's Ferry to (1) Delaware Water Gap and (2) to Stroudsburg, connecting into the Scranton and Wilkes-Barre routes without going through the Water Gap.
- 32.3 0.0 **For Delaware Water Gap**, take the left-hand road, crossing RR.; curve sharp right, then straight ahead across 2 small bridges (34.2 m & 34.3 m) to
- 36.3 4.0 End of road, **Shawnee**; turn right across iron bridge, ascending (36.7 m) steep grade—fine views from top (37.0 m).
- 38.1 1.8 Pass right-hand road (which crosses iron bridge) by following main road across iron bridge (38.2 m) and under RR. (38.3 m) at North Water Gap P. O.
- 38.4 0.3 Cross iron bridge, turning left at end of road immediately beyond, crossing RR. (38.6 m).
- 38.9 0.5 Fork (right leads to Stroudsburg); take the left-hand road.
- 39.4 0.5 End of road; turn left across iron bridge (Cherry Creek), passing stores on right and left.
- 39.7 0.3 **DELAWARE WATER GAP**, prominent fork.

Right-hand road (square right turn) leads uphill 0.4 mile to the **Water Gap House**.

Right fork leads to the **Kittatinny Hotel**, and along the Delaware River (to Hackettstown and New York, or to Easton and Philadelphia.)

Left-hand road leads to D. L. & W. RR. station.

For local map of Delaware Water Gap Section, see page 158.

For diverging routes, see Index map Delaware Water Gap Section, Vol. 3.

For through connections, see Trunk-line Index map, Vol. 3.

Route 137—Delaware Water Gap to Port Jervis, N. Y.—39.7 m.

Route map, page 311

Reverse route, No. 136

Crossing bridge over Cherry Creek, through North Water Gap, Shawnee, BUSHKILL, Egypt Mills, DINGMAN'S FERRY, MILFORD and Matamoras, entering Port Jervis by Pike St. Practically all the way along the Delaware River; mostly good shale road, with numerous curves—some dangerous if taken at speed.

The starting point for the mileages on this route is indicated by a circle on the local map of Delaware Water Gap, page 158; this is the point where the road up from the Kittatinny Hotel and the road down from the Water Gap House meet.

MILEAGES

Total Intermediate

- 0.0 0.0 **DELAWARE WATER GAP**. Start northwest—downgrade—through Water Gap village, picking up the trolley, which follow across iron bridge (Cherry Creek—0.3 m).
- 0.3 0.3 **Immediately after crossing bridge turn right**, straight ahead across RR. (1.1 m).

Port Jervis, N. Y., Section

Route 137

- | | | |
|------|------|--|
| 1.3 | 1.0 | Turn right over iron bridge; pass under RR. (1.4 m) and cross iron bridge (1.5 m). |
| 1.6 | 0.3 | Avoid left-hand road (which crosses iron bridge) by following main road along the valley; begin (2.7 m) steep descent, direct into |
| 3.4 | 1.8 | Shawnee ; cross iron bridge and turn next left—signs on corner at the turn—straight ahead across 2 small wood bridges (5.4 m & 5.5 m). |
| 7.4 | 4.0 | Cross RR. and immediately turn right—now on the road up from Stroudsburg. Pass Echo Lake P. O. (on left—8.6 m) and cross bridge over RR. (8.9 m), then straight ahead through cross-road (store on the corner—10.6 m), crossing iron bridge (11.7 m). |
| 12.0 | 4.6 | Germond's French Restaurant (on left). |
| 12.3 | 0.3 | Cross iron bridge, BUSHKILL , crossing RR. at Bushkill station (12.4 m). |
| 12.4 | 0.1 | [Immediately beyond the RR. crossing a left-hand private road leads up to Forest Park Hotel and Cottages .]
Follow main road along the valley—curves (13.6 m). Cross small bridge at summer hamlet of Egypt Mills (15.8 m)—special caution for very dangerous curves (15.9 m—several serious accidents at this point). Continue on unmistakable road up the valley, crossing iron bridge (24.0 m), into |
| 24.2 | 11.8 | DINGMAN'S FERRY ; straight through small village.
Left-hand road at this point leads to grounds of the Blooming Grove Club; right-hand road leads down to the Delaware River and across bridge, making a Dingmans Ferry-New York route via Branchville, Newfoundland and Paterson. |
| 27.8 | 3.6 | Special caution —immediately after crossing stone culvert—for dangerous right turn in woods. |
| 29.4 | 1.6 | Hotel Schanno (on left); immediately beyond the hotel cross iron bridge and curve sharp right along the valley. |
| 32.1 | 2.7 | Fork entering Milford; keep left on main road—caution for sharp right curves across iron bridge (Sawkill Creek—32.4 m) into Mott St. |
| 32.5 | 0.4 | Turn left on Hartford St. |
| 32.7 | 0.2 | MILFORD ; turn right on Broad St., business center.
Bluff House , on the Delaware River (in sight from the upper or lower road).
The Marguerite , Water St., near foot of Broad St.
Milford Inn , Ann St., near Broad St.
Hotel Fauchere , Broad & Catherine Sts.
Angle's Garage , Catherine St., near Broad St.
Milford Automobile Co. , Broad St., nearly opposite the Faucher .
Straight ahead through town on Broad St.—dangerous curve across stone bridge (33.2 m), thence on unmistakable road along the valley. |
| 38.1 | 5.4 | Fork (Pocono Farm in the angle); bear right on main |

Route 140

Port Jervis, N. Y., Section

road, same thoroughfare becoming Pennsylvania Ave., Matamoras ("Professional" autotraps).

39.4 1.3 Cross long iron bridge over the Delaware River; pay 25c toll—on the N. Y. side—running into Pike St., Port Jervis.

39.6 0.2 Cross Erie RR. (dangerous crossing).

39.7 0.1 **PORT JERVIS, N. Y.**, Pike & Front Sts.

Fowler House, Front & Fowler Sts.

Bauer's Inn, opposite Erie RR. station.

Rutan's Garage, 46 Front St.

For city map, see Port Jervis Section, page 304.

For diverging routes, see Index map Port Jervis Section, page 303.

For through connections, see Trunk-line Index map, page 1B.

Route 140—Dingmans Ferry, Penna., to New York City— 69.6 m.

Route map, page 303

Reverse route, No. 40

Short route from two strategic points on the Delaware River via BRANCHVILLE, Lafayette, Franklin Furnace, Stockholm, NEWFOUNDLAND, Pompton, PATERSON, Arcola, HACKENSACK and the W. 130th St. Ferry.

This is not as good a way across North Jersey as Route 143 from either Dingmans Ferry or Milford to Denville (on the Delaware River—Morristown route) connecting there with the Morristown-Montclair-New York route in Vol. 3, but is somewhat shorter and considerably traveled. Some new road construction is likely to be under way during 1910, especially between Branchville and Stockholm.

(CONNECTION FROM MILFORD INTO THIS ROUTE AT BRANCHVILLE, N. J., UNDER SEPARATE HEAD AT END OF THIS ROUTE, PAGE 459.)

MILEAGES

Total Intermediate (Mileage starts from the intersection of the Delaware Valley Road, center of village.)

0.0 0.0 **DINGMAN'S FERRY**, store and P. O. on corner.

Start nearly east from the center of the village; cross small bridge (0.1 m), and follow the one road to the Delaware River.

0.6 0.6 Pay 40c and cross long iron bridge over the Delaware River.

0.8 0.2 End of road; turn right and almost immediately left up very steep grade on narrow road. Ascend another grade carefully descending grade (1.8 m) to

2.0 1.2 4-corners; turn right—carefully descending another grade (2.4 m).

2.6 0.6 End of road at **Layton P. O.**; turn left across iron bridge (2.7 m), passing (on left—2.9 m—road which comes into this route from Milford)—direct to

5.0 2.4 End of road, **Tuttles Corner**; turn right on macadam, straight ahead through **Culvers Gap** (7.0 m).

8.5 3.5 Fork; keep right on the best road, straight ahead through prominent 4-corners (9.1 m). Pass pond (on right), and descend grade (10.3 m) direct into

10.7 2.2 **BRANCHVILLE**; at fork entering town, keep to left (right is route to Newton and Morristown, and optional way to New York via Denville).

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



Continue direct through the village, crossing RR. at **Branchville station** (10.9 m).

- | | | |
|--|-----|---|
| 11.1 | 0.4 | 3-corners; take right-hand road. |
| 12.5 | 1.4 | Augusta ; direct through small village, crossing RR. (12.6 m) and following main roads across iron bridge (14.7 m). |
| 15.6 | 3.1 | Lafayette ; direct through small village. |
| 16.4 | 0.8 | Leave road straight ahead (which goes to Sparta), by turning square left, direct across bridge over RR. (17.7 m). |
| 19.5 | 3.1 | Monroe ; straight through small village—dangerous RR. crossing (20.4 m). |
| 21.4 | 1.9 | Fork or 3-corners at stone church; take the right-hand road, passing right-hand road which goes under RR. (22.5 m) and left-hand road (22.6 m). |
| 22.7 | 1.3 | Turn right under RR. at Franklin Junction . |
| 22.9 | 0.2 | Again turn right under RR., crossing RR. track immediately beyond, through small village (23.0 m). |
| 23.1 | 0.2 | Bear right—downgrade—passing right-hand road (23.3 m). |
| 23.4 | 0.3 | Turn left, past pond (on right)—narrow and winding but well-defined road. |
| 24.0 | 0.6 | Turn right with the most travel, taking care not to pass left-hand road ½-mile beyond. |
| 24.5 | 0.5 | Leave the direct road (which goes to Ogdensburg), by turning square left—sign, " Stockholm ." |
| <p>The next 5 miles are in very bad shape (fall 1909), with several atrocious RR. crossings; however, a new State road is contemplated, if not actually under way during 1910. When completed, easier grades and better surface will be had, and the worst crossings eliminated; the center of Stockholm will probably be cut out by the new road.</p> | | |
| 24.5 | 0.0 | Immediately after making the left turn at the sign, " Stockholm ," begin ascent of very long, steep grade—2 dangerous RR. crossings (25.6 m). Road (1909) narrow and poor but well defined—more atrocious RR. crossings (25.9 m, 26.1 m, 27.3 m, 28.3 m & 29.5 m), direct into |
| 29.6 | 5.1 | STOCKHOLM (hotel on the corner); turn right. |
| 29.8 | 0.2 | Fork; take the right-hand road—sign, " Newfoundland ," coming along RR. (on right). Pass under RR. (30.8 m), and continue on winding but direct road—curving left across iron bridge (32.0 m). |
| 32.7 | 2.9 | Turn left over RR. bridge. |
| 34.3 | 1.6 | [At this mileage road from Dover via the Longwood Valley comes in from the right by reverse fork]. |

Route 140

Port Jervis, N. Y., Section

- 35.1 0.8 **NEWFOUNDLAND**, very small village.
 Right-hand road leads to Green Lake; left-hand road (1/10 mile beyond), leads to Greenwood Lake.
- The road for a short distance beyond Newfoundland to Pompton is practically all the way along the Pequanae River—well-defined but narrow, with several RR. crossings and frequent bridges.
- Straight ahead across dangerous RR. (36.5 m) and wood bridge over RR. (36.6 m); pass under RR. (37.2 m), and continue on picturesque road along ravine, crossing RR. (40.6 m) and bridge (40.7 m). Cross RR. (41.1 m) and iron bridge (41.6 m), direct into small village.
- 42.8 7.7 **BLOOMINGDALE**; direct through, crossing iron bridge (43.4 m). Cross RRs. (44.0 m & 44.7 m), and iron bridge (Pompton River—44.8 m).
- 45.0 2.2 [At this mileage—church on the corner—road from Greenwood Lake via the Wanaque Valley comes in from the left]. Continue straight ahead, crossing iron bridge (Wanaque River—45.1 m) to
- 45.2 0.2 Fork or 3-corners, **POMPTON** (scattered village); take the right-hand road, passing left-hand road (45.3 m, which leads to Suffern, etc.). Cross iron bridge (Ramapo River—46.0 m), and continue past right-hand road (46.6 m, which leads to Wayne, Singae, Montclair and Newark). Ascend long, easy grade (Paekanaek Mountain); from top (47.8 m), descend corresponding grade, past several roads, on right and left. Continue through 4-corners (road-house on left—51.4 m)—winding through stone cut (51.9 m); bear right (52.2 m) downgrade—fine view of Paterson and surrounding towns.
- 52.9 7.7 At fork of several roads turn left with the most travel, crossing iron bridge (53.2 m) into Hamburg Ave., picking up trolley (from right—53.6 m). Follow tracks along Hamburg Ave., bearing right (53.9 m) on West St. across bridge over Passaic River into
- 54.2 1.3 **PATERSON**, Main St. & Broadway.
 Colt Restaurant, Colt Bldg., opposite City Hall.
 Rambler Auto Co., Church & Market Sts.
 Hughes Garage Co., 49-53 Prospect Ave., **Stock Michelin Tires**.
- Turn left with one line of trolley on Broadway (which follow all the way out of the city; crossing RRs. (54.5 m) & 55.1 m). Ascend grade (55.9 m), crossing bridge over the Passaic River (56.5 m); immediately bear left with trolley on main road past Country Club (on right), running under RR. (57.3 m) and across trolley (57.6 m).
- 58.4 4.2 3-corners; turn right with the most travel.
- 58.6 0.2 Turn left across bridge over Saddle River (water-wheel on left), and next right (58.7 m)—now on the Newburgh-New York route. Cross trolley at Arcola station (59.2 m), same road becoming Passaic St., Hackensack. Ignore course of trolleys, keeping straight ahead on Passaic St. across RR.

Port Jervis, N. Y., Section

Route 140 A

- 62.3 3.7 Meeting trolley, turn right on Main St.—brick pavement—following tracks through
- 62.8 0.5 **HACKENSACK**; cross Erie RR. at center of city and continue straight ahead 0.2 mile only.
- For alternate route, Hackensack to New York, via Weehawken Ferry, see separate head in connection with the Newburgh-New York route, No. **MM**.
- 63.0 0.2 Leave trolleys by turning left into Bridge St., bearing left (63.2 m) across iron bridge (Hackensack River) and Erie RR. (63.6 m)—caution for specially dangerous crossing, W. S. RR., at Bogota station (63.9 m). Cross iron bridge (65.6 m), Erie RR. at Leonia station (65.9 m), and double trolleys (67.4 m); ascend grade, crossing single trolley (55.0 m and double car-tracks (67.4 m). Continue straight ahead (ignoring right turn of trolleys), through Ft. Lee village (67.5 m), carefully descending steep grade (67.7 m)—good control essential.
- 67.8 4.8 Turn right on the River Road—winding downgrade nearly all the way to ferryhouse, Edgewater; cross trolleys, turning immediately sharp left to
- 69.6 1.8 **EDGEWATER FERRY**. (20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes).

Cross Hudson River to foot of W. 130th St.; for principal connections throughout the city, see map, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," page 63. The most satisfactory way to the central hotel and garage district is straight out from ferry across RR. (4 freight tracks), bearing at once diagonally right under Riverside Drive viaduct and up winding grade along embankment.

At top of grade keep to right of Grant's Tomb into Riverside Drive, direct past Soldier's & Sailors' Monument (on right) to end of Drive at 72nd St. Turn left on W. 72nd St., straight ahead to subway entrance (72nd St. and Broadway, turning right down Broadway), to Columbus Circle, Broadway, 8th Ave. & W. 59th St.

Hotel Empire, 3 blocks north of Columbus Circle.

New Grand Hotel, Broadway & 32nd St.

Hotel Woodstock, 127 W. 43rd St.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

For city map, see New York City Section, page 58.

For diverging routes see Index map, New York City Section, page 56.

For through connections, see Trunk-line Index map, page 1B.

Route 140A—Milford, Pa., to Branchville, N. J.

Connecting with the main line already given to Newfoundland, Paterson, New York and intermediate points.

MILEAGES (Mileage starts from the intersection of the Delaware Valley
Total Intermediate road, center of town.)

0.0 0.0 **MILFORD**, Broad & Hartford Sts.

Start southeast on Hartford St., passing Mott St. (on right—0.2 m, where road to Dingmans Ferry. Bushkill and Delaware Water Gap turns right).

0.9 0.9 End of Hartford St.; turn right on 1st St., crossing iron bridge over Sawkill Creek and bearing left (1.0 m).

Route 143

Port Jervis, N. Y., Section

- | | | |
|-------|-----|--|
| 1.1 | 0.2 | Pay 40c toll, and cross iron bridge over the Delaware River; leaving bridge, turn square right up steep grade to |
| 1.5 | 0.4 | End of road; turn right up another grade. |
| 4.8 | 3.3 | Hainesville ; straight through small village. |
| 5.8 | 1.0 | Fork; keep to right, past pond (on left), crossing small bridge (6.1 m). |
| 6.2 | 0.4 | Fork; again keep to right, through 4-corners (7.1 m) to |
| 8.0 | 1.8 | End of road (near Layton); turn left—now also on the road to Dingmans Ferry. Cross iron bridge (9.5 m) direct to end of road at |
| 10.1 | 2.1 | Tuttles Corner ; turn right, following well-defined road through Culvers Gap , avoiding left-hand road leading downgrade (13.6 m). Continue through 4-corners (14.2 m), gradually descending grade to prominent fork entering. |
| 115.8 | 5.7 | BRANCHVILLE ; at fork entering town, keep to left (right is route to Morristown, and optional way to New York via Denville). |

This route now merges with the Dingmans Ferry-Branchville-Newfoundland-Paterson-Hackensack-New York line; by setting odometer at 10.7 miles to conform with that route, full running directions and complete mileages will be had balance of way to these points, making a complete route from the Delaware River to the Hudson. Total distance Milford to New York, 74.7 miles.

Route 143—Milford, Penna., to Morristown, N. J.—57.3 m.

Main route from the Delaware River via Branchville, NEWTON, Andover, Stanhope, DOVER and Denville; with intermediate connection to Lake Hopatcong (Mt. Arlington). To which is appended the corresponding return route, Morristown to Milford, Penna., and Dingman's Ferry, Penna.

This route is principally a main line of travel from two strategic points on the Delaware River—Milford and Dingmans Ferry—to Morristown, running close to Lake Hopatcong. There are many less-important connections, especially in Sussex Co., which thread the most of northwest New Jersey, and make possible a number of interesting trips impossible to separately name and describe.

Mostly good country roads—frequently narrow and with occasional grades, seldom troublesome (except the ascents from and descents to the Delaware River, at both Milford and Dingmans Ferry, which are steep and require to be taken with care). Road improvement is under way at a number of points, and considerable macadam is being laid—which may account for slight variations at times from the detail of the published routes.

(CONNECTIONS FROM DINGMANS FERRY INTO THIS ROUTE AT BRANCHVILLE, N. J., UNDER SEPARATE HEAD AT END OF THIS ROUTE, PAGE 321.)

MILEAGES
Total Intermediate (Mileage starts from the intersection of the Delaware Valley road, center of town.)

- | | | |
|-----|-----|--|
| 0.0 | 0.0 | MILFORD , Broad & Hartford Sts.
Start southeast on Hartford St., passing Mott St. (on right)—0.2 m—where road to Dingmans Ferry, Bushkill and Delaware Water Gap turns right). |
| 0.9 | 0.9 | End of Hartford St.; turn right on 1st St., crossing iron bridge over Sawkill Creek and bearing left (1.0 m). |

Port Jervis, N. Y., Section

Route 143

- | | | |
|------|-----|---|
| 1.1 | 0.2 | Pay 40c toll, and cross iron bridge over the Delaware River; leaving bridge, turn square right up steep grade to |
| 1.5 | 0.4 | End of road; turn right up another grade. |
| 4.8 | 3.3 | Hainesville ; straight through small village. |
| 5.8 | 1.0 | Fork; keep to right, past pond (on left), crossing small bridge (6.1 m). |
| 6.2 | 0.4 | Fork; again keep to right, through 4-corners (7.1 m) to |
| 8.0 | 1.8 | End of road (near Layton); turn left—now also on the road from Dingmans Ferry. Cross iron bridge (9.5 m) direct to end of road at |
| 10.1 | 2.1 | Tuttles Corner ; turn right, following well-defined road through Culvers Gap , avoiding left-hand road leading downgrade (13.6 m). Continue through 4-corners (14.2 m), gradually descending grade to prominent fork entering |
| 15.8 | 5.7 | BRANCHVILLE ; take the right-hand road (left is optional route to New York via Newfoundland and Pater-son), crossing iron bridge (16.0 m). |
| 16.1 | 0.3 | Turn right along RR. (on left), narrow but good road. |
| 17.7 | 1.6 | At farmhouse turn left, crossing iron bridge (17.9 m) and RR. (18.0 m). |
| 18.4 | 0.7 | Meeting road which comes down from Augusta, turn right and follow same, crossing RR. (19.9 m) direct into Mill St., Newton. |
| 22.7 | 4.3 | At Court House (on right), bear left into Spring St., along park (on right). |
| 22.8 | 0.1 | NEWTON , head of Main St.
For The Waldmere , continue ahead one block farther on Spring St.
Cochran House , Main & Spring Sts.
Turn right on Main St., along park (on right), keeping slightly left with Main St. (23.0 m). |
| 23.2 | 0.4 | Fountain in fork; keep to left on Main St., which follow out of town. |
| 25.7 | 2.5 | At fork immediately after crossing 2 small stone bridges, keep to left, crossing stone culvert (26.0 m). |
| 26.6 | 0.9 | Fork (right leads to Allamuchy); again keep to left, straight ahead across RRs. (27.6 m & 27.8 m). |
| 28.6 | 2.0 | ANDOVER , church in prominent fork; take the left-hand road.
Right-hand road at the church leads to Tranquility, Allamuchy and Hackettstown.
Pass under D. L. & W. RR. (29.0 m—under construc-tion, fall 1909). |
| 29.6 | 1.0 | Turn right under RR. arch and immediately left. |
| 30.3 | 0.7 | Caution for left turn across RR. and immediately right along tracks. Pass Cranberry Lake station (on right—30.9 m), straight ahead past right-hand road (33.2 m—which leads to Waterloo). |
| 34.9 | 4.6 | STANHOPE ; at 3-corners, center of town, turn left, run-ning along the canal. |

Route 143

Port Jervis, N. Y., Section

- 35.0 0.1 Caution for abrupt end of road, with square right turn across canal bridge, passing first right-hand road (35.1 m) beyond the bridge.
- 35.2 0.2 Turn left, following main-traveled road across small bridge and RR. track (36.2 m).
- 36.4 1.2 **Port Morris**; straight through, crossing canal bridge (37.4 m).
- 37.5 1.1 End of road; turn right.
- 37.9 0.4 **Landing, P. O.**

It is possible to follow every short route from this point along the shore of Lake Hopatcong to Mt. Arlington. However, the more satisfactory way is to continue on this route to the mileage 41.1, taking the connecting line to Lake Hopatcong given under separate head at end of this route.

Again turn right—now with trolley—across stone bridge over canal and immediately left. Leave trolley (38.7 m) by keeping straight ahead across canal bridge; rejoin tracks (39.1 m) and follow them to

- 39.9 2.0 **Ledgewood**; straight through small village.
- 40.1 0.2 Fork; leave trolley by turning left.
- 41.1 1.0 (At this mileage road from Mt. Arlington on Lake Hopatcong comes in from the left.)

Continue straight ahead across canal bridge (41.2 m) and C. RR. of N. J. (41.3 m).

- 41.3 0.2 **Kenvil**; straight through small village, picking up trolley (from right—41.4 m). Cross D. L. & W. RR. at Kenvil station (41.7 m), and continue on main-traveled road through small settlement (Mine Hill—43.0 m). Same thoroughfare becomes W. Blackwell St., which follow across bridge over D. L. & W. RR. (44.9 m) into

- 45.2 3.9 **DOVER**, Blackwell & Sussex Sts., business center.

Allgrunn's Garage, 112 E. Blackwell St.

Go through, crossing iron bridge (45.8 m), and following the trolley.

- 46.7 1.5 Caution for abrupt left turn over canal bridge, then with trolley on main-traveled road, crossing bridge over Morris Canal (47.5 m). Shortly bear right with trolley across bridge over Rockaway River and RR. (48.2 m).

- 48.4 1.7 **ROCKAWAY**; straight through center of town, crossing RR. (48.6 m).

- 49.0 0.6 Turn left across RR. and immediately right, keeping straight ahead when trolleys leave (to right—50.1 m).

- 50.2 1.2 **DENVILLE** (route to Montclair and New York turns left).

Bear right, straight ahead under RR.s. (50.6 m & 50.7 m); ascend grade (51.5 m) past Mt. Tabor (on left), direct but winding road through woods.

- 54.9 4.7 End of road; turn right across D. L. & W. RR. at **Morris Plains station** and immediately left, picking up trolley.

Continue straight ahead into Speedwell Ave., bearing right at edge of park (57.2 m) to

57.3 2.4 **MORRISTOWN**, South St. at the park.

Morristown Inn, South & Pine Sts.

Wiss Bros. Garage, Pine St., near Morristown Inn.

For city map, see Morristown Section, Vol. 3.

For diverging routes, see Index map Morristown Section, Vol. 3.

For through connections, see Trunk-line Index map, Vol. 3.

ROUTE FROM DINGMANS FERRY, PENNA., TO BRANCHVILLE, N. J.

Connecting with the main line already given to Morristown and intermediate points.

MILEAGES Total Intermediate

(Mileage starts from the intersection of the Delaware Valley Road, center of village).

0.0 0.0 **DINGMANS FERRY**, store and P. O. on corner.

Start nearly east from the center of the village; cross small bridge (0.1 m) and follow the one road to the Delaware River.

0.6 0.6 Pay 40c and cross long iron bridge over the Delaware River.

0.8 0.2 End of road; turn right and almost immediately left up very steep grade on narrow road. Ascend another grade, carefully descending grade (1.8 m) to

2.0 1.2 4-corners; turn right—carefully descending another grade (2.4 m).

2.6 0.6 End of road at **Layton P. O.**; turn left across iron bridge (2.7 m), passing (on left—2.9 m—road which comes into this route from Milford)—direct to

5.0 2.4 End of road, **Tuttles Corner**; turn right on macadam, straight ahead through **Culvers Gap** (7.0 m).

8.5 3.5 Fork; keep right on the best road, straight ahead through prominent 4-corners (9.1 m). Pass pond (on right), and descend grade (10.3 m) direct into

10.7 2.2 **BRANCHVILLE**; at fork entering town, keep to right.

This route now merges with the Milford-Branchville-Newton-Dover-Morristown line; by setting odometer at 15.8 miles to conform with that route, full running directions and complete mileages will be had balance of way to these points, including the connection to Lake Hopatcong.

CONNECTION FROM THE DELAWARE RIVER-MORRISTOWN THROUGH LINE TO LAKE HOPATCONG.

MILEAGES Total Intermediate

(Distances reckoned on basis of 41.1 miles from Milford.)

41.1 41.1 Leaving the Delaware River-Morristown through line, turn left—sign, "Lake Hopatcong"—passing good right-hand road (41.4 m), and running under RR. (42.3 m).

42.4 1.3 Turn right and next left at **Mt. Arlington** station, following macadam through woods.

42.9 0.5 Fork; keep to right on the best road, winding upgrade; direct to

45.2 2.3 **LAKE HOPATCONG** (Mt. Arlington).

The Breslin (stone gates on left just beyond Mt. Arlington village).

Route 144—Morristown to Milford, Penna.—57.3 m.

Morristown to Dingmans Ferry, Penna.—52.2 m.

Reverse route No. 143

Main route to the Delaware River via Denville, DOVER, Stanhope, Andover, NEWTON and Branchville to the mileage 49.3 m., where a right turn is made for MILFORD or the road nearly straight ahead taken to DINGMANS FERRY. With intermediate connection to Lake Hopatcong (Mt. Arlington).

This route is principally a main line of travel from Morristown and Dover to Newton and Branchville, with an important intermediate connection from Kenvil to Lake Hopatcong, and extensions to the Delaware River, at two strategic points—Milford and Dingmans Ferry. There are many less-important connections, especially in Sussex Co., which thread the most of northwest New Jersey, and make possible a number of interesting trips impossible to separately name and describe.

Mostly good country roads—frequently narrow and with occasional grades—seldom troublesome (except the descents to and ascents from the Delaware River, at both Milford and Dingmans Ferry, which are steep and require to be taken with care). Road improvement is under way at a number of points, and considerable macadam is being laid—which may account for slight variations at times from the detail of the published routes.

MILEAGES
Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | MORRISTOWN , northeast corner of park.
Start northeast on Speedwell Ave., following trolleys past left-hand macadam road (1.0 m). |
| 2.4 | 2.4 | Leave trolley by turning right across D. L. & W. RR. at Morris Plains station and immediately left—winding but direct road through woods. Pass Mt. Tabor (on right—5.8 m), straight ahead under RRs. (6.6 m & 6.7 m) to |
| 7.1 | 4.7 | DENVILLE (route to Montclair and New York turns sharp right at hotel).
For Dover and Lake Hopatcong or for the Delaware River, bear left; pass right-hand road (7.2 m) and immediately beyond pick up trolley. |
| 8.3 | 1.2 | Leave trolley by turning left across bridge over RR. and immediately right, straight ahead across RR. at Rockaway station (8.7 m). |
| 8.9 | 0.6 | ROCKAWAY ; straight through, crossing RR. (9.1 m) and bridge over the Rockaway River. Immediately bear left with the main road, crossing bridge over Morris Canal (9.8 m). |
| 10.6 | 1.7 | (Caution); cross bridge over canal and immediately turn square right, same thoroughfare becoming E. Blackwell St., which follow across bridge over Rockaway River (11.5 m) into |
| 12.1 | 1.5 | DOVER , Blackwell & Sussex Sts., business center.
Allgrunn's Garage, 112 E. Blackwell St.
Straight through on E. Blackwell St., crossing bridge over RR. (12.4 m), and following trolley on unmistakable road through the very small village of Mine Hill (14.3 m). Cross D. L. & W. RR. at Kenvil station (15.6 m), keeping straight ahead when trolleys leave (to left—15.9 m). |
| 16.1 | 4.0 | Cross C. RR. of N. J. at Kenvil and immediately beyond cross bridge over Morris Canal. |

Port Jervis, N. Y., Section

Route 144

- 16.2 0.1 (At this mileage right-hand road leads to Lake Hopatcong; see separate head at end of this route, page 325.
For Newton and Milford or Dingmans Ferry on the Delaware River, leave the Lake Hopatcong route by keeping straight ahead on macadam.
- 17.2 1.0 End of road (meeting trolley); turn right.
- 17.4 0.2 **Ledgewood**; straight through small village, keeping straight ahead when trolleys leave (to left—18.2 m). Cross bridge over canal (18.6 m) and immediately pick up trolley.
- 19.4 2.0 (**Caution**); turn square right with trolley across bridge over canal and immediately left at **Landing P. O.**
- 19.8 0.4 Turn left (signboard) across bridge over same canal.
- 20.9 1.1 **Port Morris**; straight through, crossing RR. track and small bridge (21.1 m).
- 21.5 0.6 At baseball grounds, take the right-hand road.
- 22.1 0.6 End of road (**Netcong**); turn right, crossing bridge over canal (22.3 m).
- 22.3 0.2 Turn first left beyond the canal, following same into
- 22.4 0.1 **STANHOPE**; at 3-corners, center of town, turn right on macadam. Pass left-hand road (24.1 m—connection into this route from Waterloo), and pass **Cranberry Lake station** (on left—26.4 m).
- 27.0 4.6 **Caution** for left turn across dangerous RR. and immediately right along tracks.
- 27.7 0.7 Turn right under RR. arch and immediately left, following main road under D. L. & W. RR. trestle (28.3 m—under construction, fall 1909).
- 28.7 1.0 (At this mileage—church on left—route from Hacketts-town via Allamuchy and Tranquility comes in from the left by reverse fork).
- 28.8 0.1 **ANDOVER**; straight through small village, passing right-hand road (29.4 m, which leads to Sparta). Cross RRs. (29.5 m & 29.7 m), following main road across stone culvert (31.3 m) and 2 small stone bridges (31.7 m) to
- 33.7 4.9 Fork on the edge of Newton; take the left-hand road—Main St.—direct to end of same.
- 34.5 0.8 **NEWTON**, park and monument on left.
Cochran House, directly in front.
The Waldmere, by right turn on Spring St.
Turn left along park (on left), bearing right at Court House (34.6 m).
- 34.7 0.2 Fork; take the left-hand road—Mill St.—past shoe factory (on right), and past right-hand macadam road (34.9

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Route 144

Port Jervis, N. Y., Section

- m). Continue straight ahead over RR. (37.4 m), passing left-hand road (37.5 m).
- 38.9 4.2 Fork (right leads to Augusta); take the left-hand road—straight ahead across RR. (39.3 m) and iron bridge (39.4 m).
- 39.6 0.7 (**Take care not to pass**); turn right at farmhouse—narrow but mostly good road.
- 41.2 1.6 End of road; turn left, straight ahead across iron bridge (41.3 m).
- 41.4 0.2 Branchville; straight through center of town.
- 41.7 0.3 Fork, leaving town; take the left-hand road with the wires—upgrade, passing right-hand road (42.3 m), straight ahead through prominent 4-corners (43.1 m). Continue through **Culvers Gap**, following well-defined road across 2 or 3 small bridges to
- 47.2 5.5 **Tuttles Corner**; turn left and cross iron bridge (47.8 m), passing left-hand road (48.0 m).
- 49.3 2.1 (**Dividing point for the Milford and Dingmans Ferry roads**—for Dingmans, see separate head at end of this route, page 325. Leave road straight ahead (which goes to Dingmans Ferry), by turning right—sign, “Milford.” Follow main road across bridge (51.2 m), direct through small village of Hainesville (52.5 m). Pass right-hand road (54.9 m), leading to Port Jervis, by keeping straight ahead—downgrade.
- 55.8 6.5 Turn left—sign, “Milford”—caution for dangerous downgrade to the Delaware River.
- 56.2 0.4 Turn left; pay 40c toll and cross iron bridge over the Delaware River.
- 56.3 0.1 (At this mileage left-hand road is a connection down the Delaware Valley to points below Milford, without going all way into the town.)

For Milford, and points north through Milford, keep to right on 1st St., bearing right across iron bridge (Sawkill Creek—56.4 m). Ascend grade, straight ahead on Hartford St. to center of

- 57.3 1.0 **MILFORD**, Hartford & Broad Sts., business center.

Milford Inn, Ann St., near Broad St.

Bluff House, near the Delaware River (in sight from the upper or lower road).

The Marguerite, Water St., near foot of Broad St.

Hotel Fauchere, Broad & Catherine Sts.

Milford Automobile Co., Broad St., nearly opposite the Fauchere.

Angle's Garage, Catherine St., near Broad St.

At this point intersect the Delaware Valley road; for Dingmans Ferry, Bushkill and Delaware Water Gap, or for Stroudsburg, turn left. For Port Jervis turn right; in either case see Vol. 3 for running directions beyond Milford.

Port Jervis, N. Y., Section

Route 147

CONNECTION FROM THE MILEAGE 49.3 M ON THE MORRISTOWN-MILFORD ROUTE TO DINGMANS FERRY, PENNA.

MILEAGES		
Total	Intermediate	
49.3	49.3	Pass right-hand road—which leads to Milford by the preceding route—by keeping nearly straight ahead across iron bridge (49.5 m).
49.6	0.3	At Layton P. O., N. J. , turn right.
50.2	0.6	4-corners; turn left, upgrade on narrow road. Descend grade (50.7 m), followed by downgrade— caution (51.2 m) for long steep descent to the Delaware River—road narrow.
51.4	1.2	Turn right and immediately left; straight ahead across long iron bridge over the Delaware River (pay 40c toll on the Penna. side).
52.0	0.6	Fork; keep to right on main road.
52.2	0.2	DINGMANS FERRY, Penna. , P. O. and country store on right-hand corner.

At this point intersect the Delaware Valley road; for Milford and Port Jervis turn right. For Bushkill and Delaware Gap, or for Stroudsburg, turn left; in either case see Vol. 3 for running directions beyond Dingmans Ferry.

GENERAL NOTE—PORT JERVIS TO MIDDLETOWN VIA CUDDEBACKVILLE AND OTISVILLE.

A considerable number of changes have taken place in this district since it was covered by the Blue Book car, and specific information, mileages, etc., have not been compiled new for 1910. The best way from Port Jervis to Middletown is via State macadam through Slate Hill; in case the tourist desires to take the longer route via Cuddebackville and Otisville through to Middletown or to other Orange County points north of Port Jervis, the map, page 303, will show the general "lay of the land." Full directions and accurate distances will be compiled over these lines for the next edition.

Route 147—Port Jervis to Stroudsburg, Pa.—41.0 m.

Route map, page 303

Reverse Route, No. 148

Along the Delaware River, through Matamoras, MILFORD, DINGMAN'S FERRY and Egypt Mills to BUSHKILL, thence (leaving the River Road) through Marshall Creek and East Stroudsburg. Mostly good shale road from Port Jervis to Bushkill, with numerous curves—some dangerous if taken at speed; macadam Bushkill to East Stroudsburg.

MILEAGES		
Total	Intermediate	
0.0	0.0	PORT JERVIS, N. Y. , Front & Pike Sts., 1 block north of Erie RR.

Start nearly south on Pike St., crossing Erie RR. (dangerous crossing—0.1 m).

0.2	0.2	Pay 25c toll and cross long iron bridge over the Delaware River.
0.4	0.2	MATAMORAS, PA. ("Professional" autotraps); straight through on Pennsylvania Ave., which becomes a heavily-traveled road between the river and foothills. Cross stone bridge (2.5 m), and continue direct— caution for sharp left curve to bridge (6.5 m), and sharp right immediately beyond into Broad St.,

Route 147

Port Jervis, N. Y., Section

- 7.0 6.6 **MILFORD**, business center.
Hotel Fauchere, Broad & Catherine Sts.
Milford Inn, 4th & Ann Sts.
Bluff House, near the Delaware River (in sight from the upper and lower road).
The Marguerite, Water St., near foot of Broad St.
Milford Automobile Co., Broad St., nearly opposite the Fauchere House.
Angle's Garage, Catherine St., near Broad St.
- 7.0 0.0 Turn left into Hartford St.—(signs).
7.2 0.2 Turn right—**dangerous corner**—into Mott St. (signs); cross iron bridge (Sawkill Creek—7.3 m)—sharp right and left curves beyond. Continue on main road along the bluffs of the Delaware River—**caution** for sharp left curve over iron bridge (10.3 m), and immediately right.
10.3 3.1 **Hotel Schanno** (on right, immediately beyond the bridge).
11.9 1.6 **Slow down** for abrupt left turn in woods, across stone culvert.
- 15.5 3.6 **DINGMANS FERRY**, small village.
Right-hand road at this point leads to grounds of the Blooming Grove Club; left-hand road leads down to the Delaware River and across bridge, making a Dingmans Ferry-New York route via Branchville, Newfoundland and Paterson.
Straight through, crossing iron bridge (15.7 m); continue on unmistakable road down the valley—**special caution for very dangerous curves (23.8 m).*** Cross small bridge at summer hamlet of **Egypt Mills** (23.9 m), following down the valley—more curves (26.1 m).
* Several serious accidents at this point.
- 27.3 11.8 At this mileage (immediately before crossing RR. at Bushkill station), a right-hand private road leads up to **Forest Park Hotel and cottages**.
27.4 0.1 **BUSHKILL**; direct through center of village.
27.7 0.3 **Germond's French Restaurant** (on right).
28.0 0.3 Take the right-hand road across iron bridge, straight ahead through cross-road (29.1 m—country store on the corner). Cross bridge over RR. (30.8 m), straight ahead past Echo Lake P. O. (on right—31.1 m).
32.3 4.3 Fork immediately after passing Delaware Valley Inn (on right)—this is the dividing point for routes from Port Jervis, Milford and Dingmans Ferry to (1) Delaware Water Gap and (2) to Stroudsburg, connecting into the Scranton and Wilkes-Barre routes without going through the Water Gap.
32.3 0.0 **For Stroudsburg** (and connection there for either Scranton or Wilkes-Barre), continue straight ahead, past left-hand road which leads to Delaware Water Gap, crossing RR. (34.0 m).
35.1 2.8 **Marshall Creek**; pass right-hand road leading to Marshall Falls, by running direct through small village, crossing concrete bridge (35.9 m). Begin (36.3 m) descent of long grade, straight ahead across RR. (39.3 m), picking up trolley immediately beyond. Follow tracks past D., L. &

W. RR. station (on left—40.0 m), turning right and left (40.1 m) with trolley, then straight ahead across iron bridge (Brodheads Creek—40.6 m), and N. Y., S. & W. RR. (40.8 m) into Main St.,

41.0 5.9 **STROUDSBURG**, Main & 7th Sts., business center.

Indian Queen Hotel, Main St., near 9th St.

Connection is made at Main and 7th Sts., Stroudsburg, with either the Delaware Water Gap-Scranton route (No. 281, volume 3) or the Delaware Water Gap-Wilkes-Barre route (No. 283, volume 3).

Route 148—Stroudsburg to Port Jervis, N. Y.—41.0 m.

Route map, page 303

Reverse route, No. 147

Through EAST STROUDSBURG, Marshall Creek, BUSHKILL, Egypt Mills, DINGMAN'S FERRY, MILFORD and Matamoras, entering Port Jervis by Pike St. Macadam from East Stroudsburg to Bushkill, balance of way along the Delaware River, mostly good shale road, with numerous curves—some dangerous if taken at speed.

This line is principally useful in connecting the routes down from either (1) Wilkes-Barre or (2) Scranton into the Delaware River road, saving time and distance as compared with running all the way to and from the Delaware Water Gap. A considerable stretch of macadam has been laid on the line from East Stroudsburg toward Bushkill, making a good line nearly all the way from Stroudsburg to Port Jervis.

MILEAGES
Total Intermediate

(For optional exits, see Stroudsburg city map, page 158.)

0.0 0.0 **STROUDSBURG**, 7th & Main Sts.

Start nearly east on Main St., following trolley across N. Y., S. & W. RR. (0.2 m) and iron bridge (Brodheads Creek—0.4 m) into East Stroudsburg.

0.4 0.4 At fork immediately beyond the bridge, keep slightly left with the car-line.

0.9 0.5 Turn right with trolley and next left, passing D, L. & W. RR. station (on right—1.0 m), straight ahead across RR. (1.7 m), where car-line ends (1909).

2.5 1.6 Fork; keep to right on macadam, ascending long grade, with corresponding downgrade. Cross concrete bridge (5.1 m), and pass left-hand road (5.8 m, leading upgrade to Marshall Falls).

5.9 3.4 **Marshall's Creek**; cross iron bridge at small village and continue straight ahead over RR. (7.0 m).

8.7 2.8 (At this mileage route from Delaware Water Gap via Shawnee comes in across the RR. from the right—by reverse fork).

Pass Echo Lake P. O. (on left—9.9 m) and cross bridge over RR. (10.2 m), then straight ahead through cross-road (store on the corner—11.9 m), crossing iron bridge (13.0 m).

13.3 4.6 **Germond's French Restaurant** (on left).

13.6 0.3 Cross iron bridge, **BUSHKILL**, crossing RR. at **Bushkill station** (13.7 m).

13.7 0.1 [Immediately beyond the RR. crossing a left-hand private road leads up to **Forest Park Hotel and Cottages.**]

Route 148

Port Jervis, N. Y., Section

Follow main road along the valley—curves (14.9 m).
Cross small bridge at summer hamlet of **Egypt Mills** (17.1 m)—**special caution for very dangerous curves** (17.2 m—several serious accidents at this point). Continue on unmistakable road up the valley, crossing iron bridge (25.3 m), into

25.5 11.8 **DINGMAN'S FERRY**; straight through small village.

Left-hand road at this point leads to grounds of the Blooming Grove Club; right-hand road leads down to the Delaware River and across bridge, making a Dingmans Ferry-New York route via Branchville, Newfoundland and Paterson.

29.1 3.6 **Special caution**—immediately after crossing stone culvert—for dangerous right turn in woods.

30.7 1.6 **Hotel Schanno** (on left); immediately beyond the hotel cross iron bridge and curve sharp right along the valley.

33.4 2.7 Fork entering Milford; keep left on main road—**caution** for sharp right curves across iron bridge (Sawkill Creek—33.7 m) into Mott St.

33.8 0.4 Turn left on Hartford St.

34.0 0.2 **MILFORD**; turn right on Broad St., business center.

The Marguerite, Water St., near foot of Broad St.

Hotel Fauchere, Broad & Catherine Sts.

Bluff House, near the Delaware River (in sight from the upper or lower road).

Milford Inn, Ann St., near Broad St.

Angle's Garage, Catherine St., near Broad St.

Milford Automobile Co., Broad St., nearly opposite the Fauchere.

Straight ahead through town on Broad St.—dangerous curve across stone bridge (34.5 m), thence on unmistakable road along the valley.

39.4 5.4 Fork (Pocono Farm in the angle); bear right on main road, same thorofare becoming Pennsylvania Ave., **Mata-moras** ("Professional" autotraps).

40.7 1.3 Cross long iron bridge over the Delaware River; pay 25c toll—on the N. Y. side—running into Pike St., Port Jervis.

40.9 0.2 Cross Erie RR. (dangerous crossing).

41.0 0.1 **PORT JERVIS, N. Y.**, Pike & Front Sts.

Fowler House, Front & Fowler Sts.

Bauer's Inn, opposite Erie RR. station.

Rutan's Garage, 46 Front St.

For city map, see Port Jervis Section, page 304.

For diverging routes, see Index map Port Jervis Section, page 303.

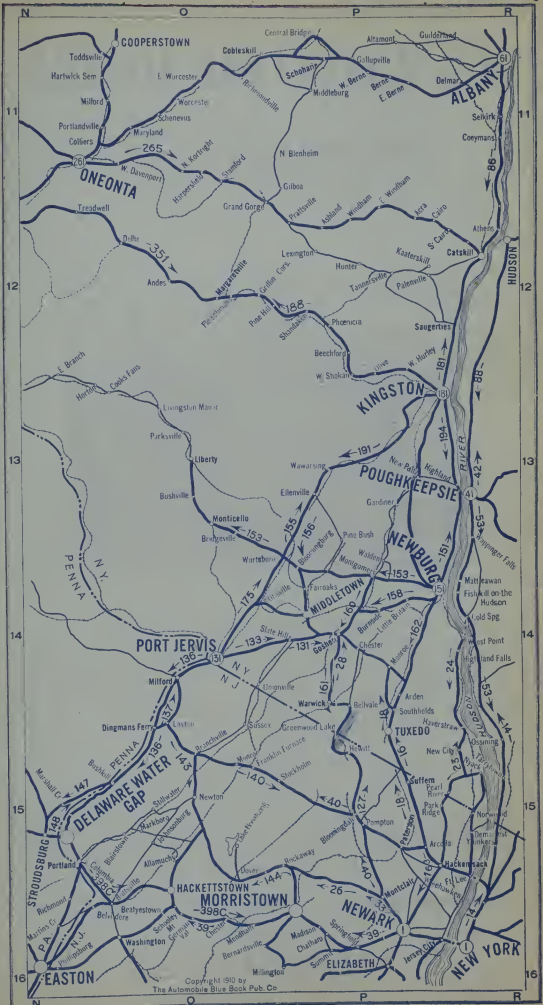
For through connections, see Trunk-line Index map, page 1B.

**Don't run them down—
get a KLA-XON**



See page 14

Graphic Index Map



NEWBURGH GRAPHIC INDEX MAP

THE PALATINE HOTEL

GRAND ST., CORNER THIRD
NEWBURGH, N. Y.

H. N. BAIN & CO., Proprietors
Horatio N. Bain Francis N. Bain



62 miles from New York, via Tuxedo.
90 miles from Pittsfield, via Poughkeepsie,
Amenia, Sharon, Gt. Barrington
and Lenox.
90 miles from Delaware Water Gap.
30 miles from Kingston.
90 miles from Albany.
16 miles from Poughkeepsie.

The Leading Hotel of the Hudson Valley

HEADQUARTERS FOR AUTO TOURISTS

ALSO

NELSON HOUSE

HORATIO N. BAIN, Prop.

POUGHKEEPSIE, N. Y.

NEWBURGH, N. Y., SECTION

ROUTES 151 TO 180.

Route 151—Newburgh to Kingston, N. Y.—33.3 m.

Route map, page 329

Reverse route, No. 194

Main road up the middle west side of the Hudson River through Marlboro, **HIGHLAND** (connection by ferry to Poughkeepsie), and Esopus to Port Ewen; thence to Kingston via the Sleightsburg ferry—short way, with option, through New Salem and Eddyville, avoiding the Sleightsburg ferry

NOTE (a.) Mostly fair-to-good dirt road—some macadam; numerous grades and frequent sharp curves.

Total Intermediate (For this and other exits, see Newburgh city map below.)
MILEAGES

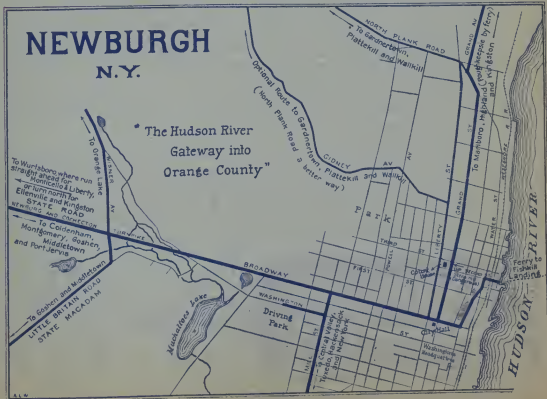
0.0 0.0 **NEWBURGH**, Broadway & Grand Sts.

Start north on Grand St.—no trolleys—to end of street (1 m); turn left—1 block with car-tracks—and next right (1.1 m) into Grand Ave., direct to end of same (2.2 m). Turn left into “Balmville Tree” (large tree in cross-roads surrounded by iron fence—2.3 m); keep to right on main road, passing one right-hand road (2.4 m) to brick school (2.6 m).

Turn right at schoolhouse, straight ahead through hamlet of Middle Hope (4.4 m), curving right (5.1 m) to right-hand road just beyond cemetery (5.5 m); turn right (5.6 m), taking left fork at further cemetery gate (6 m), down 12% grade (7.2 m). Avoiding right fork (7.3 m), follow main road across stone bridge (7.7 m); immediately ascend 12% grade, taking right fork entering village of

8.5 8.5 **MARLBORO**, center of town.

Straight ahead through cross-roads (8.6 m), up long 8% grade (9.6 m—road narrow), descending short 8% grade



(10.4 m) to large willow tree in fork (11.8 m); keep to right, but avoid right fork just beyond (11.9 m), descending (12.4 m) into Milton (12.6 m). Direct through, taking right forks (13.3 m & 13.8 m) up 8% grade (14.3 m) to yellow schoolhouse (15.4 m); bear right, crossing RR. bridge (16.6 m) and keeping left on macadam (16.9 m) to end of road at

17.1 8.6 **HIGHLAND.**

(For Poughkeepsie, follow trolley to Highland-on-River, and cross the Hudson by ferry.)

Turn right and next left (between church and store), following one branch of trolley up 8% grade (17.2 m) to fork (17.4 m); here leave car-tracks to left, taking the right-hand road, direct—fine view of the Hudson (20.1 m). **Caution** for bad grade crossing (Gills Crossing—22.3 m), keeping to right on main road (22.5 m); descend long 5% grade (23.5 m), crossing small iron bridge (24.2 m) and curving right upgrade just beyond through 4-corners at Esopus (24.9 m).

Continue direct past Catholic school (on right—25.6 m), keeping left on main road at fork (27 m), down short 8% grade to 3-corners (Ulster Park—27.3 m); bear right up long 6% grade (29 m) and down long 8% grade (30.2 m) to town of Port Ewen (30.8 m). [From this point there are two ways to Kingston (1) via Sleightsburg ferry—2.5 miles, and (2) via Port Ewen station and New Salem—7.1 m]. The shorter way is direct but must cross a ferry, while the longer way has many turns but avoids the ferry; it is about an even thing in time.

30.8 13.7 **PORT EWEN**, center of small village.

Short way into Kingston via Sleightsburg Ferry—2½ miles. Direct through Port Ewen (30.8 m)—sharp curve with macadam, 31 m—shortly descending 10% grade to ferry (31.7 m). Cross Rondout Creek (25c), running straight out from ferry slip* to the second cross street; turn left on the Strand and right (31.8 m) on Broadway to Abeel St. (31.9 m).

* Kingston is not only a wide-spreading city, but the ascent from the river by Broadway is so steep that the additional turns given herewith are usually advisable to avoid it. Tourists using this route for the first time may find reference at this point to the city map, page 359, worth while, especially if running north or west without stop in Kingston.

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



Newburgh, N. Y., Section

Route 153

Turn left on Abeel St. (31.9 m) and right (32 m) on Wurts St., straight ahead upgrade to end of same (32.4 m), where turn right on McEntee St., back to Broadway (32.5 m). Continue up Broadway, curving sharp left with trolleys (32.6 m), which follow all way to City Hall, center of

33.3 16.2 **KINGSTON**, City Hall, Broadway at Prince St.

Eagle Hotel, Main St.

Wyltwyck Inn, 40 Main St.

Eagle Garage, adjoining Eagle Hotel.

Kingston Garage (James Miller & Sons), 510 Broadway.

Central Garage, 521 Broadway.

For city map, see Kingston Section, page 359.

For diverging routes, see Index map, Kingston Section, page 358.

For through connections, see Trunk-line Index map, page 1.

Note (a)—Long way from Port Ewen into Kingston, avoiding Sleighsburg Ferry: Do not run straight ahead through Port Ewen, but turn left at P. O. (30.8 m), keeping left at fork (31.1 m) on winding but direct road; cross West Shore RR. at Port Ewen station (31.8 m)—sharp curves just beyond. Pass small school (on right—32.3 m), down long winding grade (32.6 m) through New Salem (33.4 m).

Curve right on State Macadam (33.6 m), crossing iron bridge (Rondout Creek—33.8 m) and bearing right immediately beyond to scales in fork (Eddyville—33.9 m). Keep to left of scales, curving right (34.2 m), thence direct along west side of creek to watering trough in fork (Wilbur—35.4 m); continue straight ahead under high RR. trestle (35.6 m) into Abeel St., Kingston.

Ascend long 8% grade to foot of Wurts St.; here—36.6 m, one long block from end of Abeel St., turn left on Wurts St., straight ahead up grade to end of same (37 m), where turn right on McEntee St., back to Broadway (37.1 m). Continue up Broadway, curving sharp left with trolleys (37.2 m), which follow all way to City Hall, center of **Kingston** (37.9 m).

Route 153—Newburgh to Monticello and Liberty, N. Y.

Route map, page 329

MILEAGES

Total Intermediate

0.0 0.0 **NEWBURGH**, Broadway & Grand Sts.

Start west on Broadway with trolleys; where tracks turn right (1.5 m), continue straight ahead on the Cohecton Turnpike through East Coldenham (5.5 m) and Coldenham (7.8 m). Cross RR. tracks (9.4 m) and pass Montgomery Water Works (on left—11.6 m); again cross RR. tracks (12 m) direct into

12.2 12.2 **MONTGOMERY**.

Outline directions and approximate distances only beyond Montgomery.

Continue to further edge of town, where turn right across Wallkill River (12.4 m); immediately turn left and run straight ahead over RR. track at Bullville (19.5 m) to Bloomingburg (23.1 m). Connection is made here with the Middletown-Goshen-Montgomery-Monticello-Liberty route. By setting odometer at 8.2 miles to correspond with the mileage of that route, running directions will be found on page 353, balance of the way to Monticello or Liberty.

Routes 155 and 156

Newburgh, N. Y., Section

Route 155—Newburgh to Ellenville, N. Y.

(1) *Longer but somewhat better way via Coldenham, Montgomery, Wurtsboro and Summitville (39.5 miles); (2) somewhat shorter but with less State macadam via Coldenham, Walden and Pine Bush. Either of these routes may be extended from Ellenville to Kingston, making additional Newburgh-Kingston routes.*

(1) **Newburgh to Ellenville via Montgomery and Wurtsboro—39.5 m.**

MILEAGES
Total Intermediate

(For city map, see page 331.)

0.0 0.0 **NEWBURGH**, Broadway & Grand Sts.

Start west on Broadway with trolleys; where tracks turn right (1.5 m), continue straight ahead on the Cohecton Turnpike through East Coldenham (5.5 m) and Coldenham (7.8 m). Cross RR. tracks (9.4 m) and pass Montgomery Water Works (on left—11.6 m); again cross RR. tracks (12 m) direct into

12.2 12.2 **MONTGOMERY.**

General directions and approximate distances beyond Montgomery.

Montgomery Water Works (on left—11.6 m); again cross Wallkill River (12.4 m); immediately turn left, running straight ahead over RR. track at Bullville (19.5 m) to Bloomingburg (23.1 m). Connection is made here with the Middletown-Fair Oaks-Bloomingburg-Wurtsboro-Summitville-Ellenville route. By setting odometer at 8.2 miles to correspond with the mileage of that route, running directions will be had (found in route 171), balance of the way to Ellenville or Kingston (over Ellenville).

Route 156—Newburgh to Ellenville—35 m.

Via Walden and Pine Bush. Outline directions and approximate distances only.

MILEAGES
Total Intermediate

0.0 0.0 **NEWBURGH**, Broadway & Grand Sts.

Start west on Broadway with trolleys; where tracks turn right (1.5 m), continue straight ahead on the Cohecton Turnpike through East Coldenham (5.5 m) to Coldenham (7.8 m). Turn right, crossing Central New England RR. at East Walden station (9.4 m) and Wallkill Valley RR. at **Walden** (10.6 m). The **Terrace Inn**.

Up-to-Date Improvements. Best of Service
Special Rates to Traveling Men and Theatrical People

TERRACE INN

I. Brown, Proprietress H. E. Vernol, Manager

Walden, Orange Co., N. Y.

Livery and Best of Service to Auto Tourists
Moderate Priced Grill Room
Special Service Dining Tables on Porch

Continue nearly straight ahead, crossing bridge over Wallkill River (11.3 m), taking the first right-hand road beyond (11.4 m) to a point opposite Wallkill. Here (sign, "Pine Bush") turn left, following State Road through Allard's Corners (14 m) into Pine Bush (21.3 m).

Cross the Shawangunk Kill (21.7 m) following main road through Ulsterville (23.8 m) to Walker Valley (26.2 m); turn right at foot of hill, ascending until several houses are seen—one appearing like a country hotel in a fork. Continue straight ahead, turning to the right as this road leads over the highest part of the mountain; descend the mountain, turn right, following down and alongside the mountain into

35.0 35.0 ELLENVILLE, Wayside Inn.

For continuation of this route to Kingston, see Middletown-Kingston route, No. 175.

Route 158—Newburgh to Port Jervis, N. Y.—43.2 m.

WITH CONNECTION TO MIDDLETOWN, 28.2 M.

Route map, page 336

Reverse route, No. 133

Out Broadway and the Little Britain Road, through Little Britain, Campbell Hall and GOSHEN, to the mileage 26.0, where the Middletown route continues nearly straight ahead, and the Port Jervis line turns left to the Delaware River. For alternate, Newburgh to Goshen via Montgomery, see separate head at end of this route.

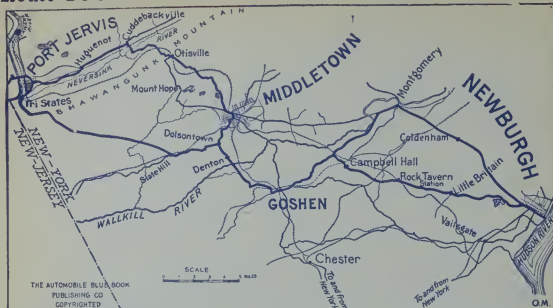
MILEAGES
Total Intermediate

(For this and optional exits, see Newburgh city map, page 331.)

0.0 0.0 **NEWBURGH**, Broadway & Grand St.

Start nearly west on Broadway, following tracks into the Cohecton Turnpike.

- | | | |
|------|-----|--|
| 1.5 | 1.5 | When car-tracks leave (to right), turn square left into "Haines Cross Road" (grocery store on corner at the turn). |
| 1.6 | 0.1 | End of road; turn right on the Little Britain Road (sign), following the macadam. |
| 2.6 | 1.0 | Fork; take the left-hand road, passing reservoir on the right. |
| 4.1 | 1.5 | Fork (schoolhouse in the angle); keep to left on winding main road. |
| 6.7 | 2.6 | Little Britain ; straight through small village. |
| 10.2 | 3.5 | Turn left across bridge over RR. near Rock Tavern station and immediately right. |
| 11.3 | 1.1 | Cross small bridge (Burnside). |
| 11.6 | 0.3 | Fork; take the right-hand road, uphill, straight ahead across Lehigh & Hudson RR. (11.9 m) and bridge (13.9 m). |
| 14.3 | 2.7 | Cross RR. and Campbell Hall station (on right). |
| 15.1 | 0.8 | Turn left—away from RR.—straight ahead on main road, curving left (17.4 m); cross Erie RR. (18.5 m), direct into Main St., Goshen. |



Map of the route between Newburgh and Goshen (via Campbell Hall or via Montgomery), thence to Middletown or Port Jervis (by choice of two routes).

19.6 4.5 County Building in fork; bear right with Main St., running along park (on left).

19.8 0.2 **GOSHEN**; several corners, center of city.

St. Elmo Hotel, opposite Erie RR. station.

Route from New York via Suffern, Tuxedo, Monroe and Chester comes in from the south and east by Church St.

Continue nearly straight ahead on W. Main St., crossing RRs. (19.9 m, 20.4 m, 20.7 m & 21.1 m).

21.6 1.8 Turn right (sign, "Middletown"), keeping left on best road at fork (21.8 m); cross iron bridge (Walkill River—24.3 m) and small bridge in hollow (24.2 m).

24.3 2.7 Keep slightly right through 4-corners (Denton), passing left-hand dirt road (24.6 m).

26.0 1.7 **Dividing point for the Middletown and Port Jervis routes.**
(For Middletown see separate head at end of this route.)

For Port Jervis, turn square left, turning right with macadam (27.4 m); descend grade (28.4 m) straight ahead—caution for dangerous RR. crossing at **State Hill station** (29.5 m).

[From here to the Delaware River this is a new road, winding up and down numerous grades, with frequent fine views and occasional dangerous curves; the only directions necessary for several miles are to follow the main-traveled macadam, avoiding the many side-roads and dirt forks.]

41.7 15.7 End of macadam; turn right, across small iron bridge.

TRUFFAULT-HARTFORD
SHOCK ABSORBER

TIRED?

No fatigue at the
end of a day when your car
is equipped with these shock absorbers

Hartford Suspension Company 135 Bay St., Jersey City, New Jersey.

Newburgh, N. Y., Section

Route 158

- 42.0 0.3 **Tri-States**; straight through small village, crossing iron bridge (Neversink River—42.1 m).
- 42.1 0.1 Turn right with the trolley into Main St., Port Jervis, passing under Erie RR. (42.3 m).
- 42.4 0.3 **Leave trolley** by turning left (first left after passing under RR.) into Jersey Ave.; cross RR. (42.6 m), straight ahead into Front St.
- 43.2 0.8 **PORT JERVIS**, end of Front St. at Pike St.

Fowler House, Front & Fowler Sts.

Rutan's Garage, 46 Front St.

For city map, see Port Jervis Section, page 304.

For diverging routes, see Index map, Port Jervis Section, page 303.

For through connections, see Trunk-line Index map, page 1B.

CONNECTION FROM THE MILEAGE 26.0 M ON THE NEW YORK-PORT JERVIS ROUTE INTO MIDDLETOWN, MAKING A NEW-BURGH-MIDDLETOWN ROUTE—28.2 M.

MILEAGES
Total Intermediate

(See map, page 336.)

- 26.0 26.0 **Dividing point** for the Middletown and Port Jervis routes, pass left-hand road (to Slate Hill and Port Jervis), by keeping nearly straight ahead.
- 26.4 0.4 Fork; keep to right on main road, crossing RR. (27.0 m).
- 27.4 1.0 Bear right into Academy Ave., Middletown.
- 28.0 0.6 Point of 5-roads; turn left into Main St.
- 28.2 0.2 **MIDDLETOWN**, Franklin Sq., center of city.
Hotel Brown, 18 James St.

ALTERNATE, NEWBURGH TO GOSHEN, VIA MONTGOMERY.

- 0.0 0.0 **NEWBURGH**, Broadway & Grand Sts.

MILEAGES
Total Intermediate

(For this and optional exits, see Newburgh city map, page 331.)

Start west on Broadway with trolleys; where tracks turn right (1.5 m), continue straight ahead on the Cohecton Turnpike through East Coldenham (5.5 m) and Coldenham (7.8 m). Cross RR. tracks (9.4 m) and pass Montgomery Water Works (on left—11.6 m); again cross RR. tracks (12 m) direct into

- 12.2 12.2 **MONTGOMERY**, center of town.

Turn 90° left on first street after passing hotel (on left), at fork (13.6 m) keep left on macadam, following telegraph poles—**caution** for grade crossing (17.9 m). Ascend grade, with big left curve (20.2 m); cross RR. (21.3 m), running through 4-corners (21.6 m) and passing in front of County Building (on left—22.4 m) into Main St., center of

- 22.6 10.4 **GOSHEN**, park on left.

\$7⁷⁵ "Nightingale" Whistle \$7⁷⁵

Complete

Complete

"THE SIGNAL WITH THE BIRD-LIKE TRILL"

Route 160

Route 160—Newburgh to Greenwood Lake, N. Y.—38 m.

Route map below.

Reverse route Nos. 27 & 28.

Via Little Britain, Campbell Hall, GOSHEN and WARWICK; with extension route, Greenwood Lake to Paterson and New York via either the Wanaque Valley or Newfoundland. Principally macadam, except between Warwick and the lower end of Greenwood Lake. Sharp curves frequent to Warwick; steep up and down grades Warwick to Greenwood Lake.

MILEAGES

Total Intermediate (For this and optional exits, see Newburgh city map, page 336.)

0.0 0.0 **NEWBURGH**, Broadway & Grand St.

Start nearly west on Broadway, following tracks into the Cohecton Turnpike.

1.5 1.5 Where car-tracks leave (to right), turn square left into "Haines Cross Road" (grocery store on corner at the turn).

1.6 0.1 End of road; turn right on the Little Britain Road (sign), following the macadam.

2.6 1.0 Fork; take the left-hand road, passing reservoir on the right.

NOTE ON MAPS.

The larger of the two maps here shown gives the principal route between Newburgh and Greenwood Lake and the two options from Greenwood Lake to Paterson and New York City.

The smaller map illustrates the two most used connections into Newark. Large scale map of the Newburgh - Tuxedo - New York route on page 344.



- 4.1 1.5 Fork (schoolhouse in the angle); keep to left on winding main road.
- 6.7 2.6 **Little Britain**; straight through small village.
- 10.2 3.5 Turn left across bridge over RR. near **Rock Tavern station** and immediately right.
- 11.3 1.1 Cross small bridge (**Burnside**).
- 11.6 0.3 Fork; take the right-hand road, uphill, straight ahead across Lehigh & Hudson RR. (11.9 m) and bridge (13.9 m).
- 14.3 2.7 Cross RR. and **Campbell Hall station** (on right).
- 15.1 0.8 Turn left—away from RR.—straight ahead on main road, curving left (17.4 m); cross Erie RR. (18.5 m), direct into Main St., Goshen.
- 19.6 4.5 County Building in fork; bear right with Main St., running along park (on left).
- 19.8 0.2 **GOSHEN**; several corners, center of city.

St. Elmo Hotel, opposite Erie RR. station.

Bear left past miniature "Flatiron Bldg." following Greenwich St. across Erie RR. (19.9 m) passing pond on right (22.0 m). At fork (22.9 m), take left, sign, "Florida," "Warwick"—**caution** for sharp curves (23.9 m & 24.3 m); also sharp curve across bridge (24.9 m).

At end of road immediately beyond, turn right, sign "Warwick" to fork (25.1 m); here turn left, leaving Florida station over to right. Thence straight ahead through town (25.4 m), keeping left on main road (26.7 m); at fork (27.4 m), keep right—sharp left curve (29.0 m)—direct into

31.0 11.2 **WARWICK, Red Swan Inn.**

Bear left through town across RR. (31.1 m—depot on left); at branch road in front of Red Swan Inn (31.5 m) turn square left through cross-roads just beyond (31.9 m), sign "Bellvale," "Greenwood Lake." **Caution** for steep downgrade to end of road (34.1 m), turning right to Bellvale (34.5 m). Continue through next 4-corners (stony and rough), carefully descending bad downgrade (36.3 m).

Full control of car essential; near foot of grade turn right—Greenwood Lake and surroundings in plain view over to right. Thence straight ahead to end of road (37.2 m); here turn right through cross-roads (37.6 m) direct to village stores.

38.0 7.0 **GREENWOOD LAKE.**

Route 161—Greenwood Lake to New York—48.3 m.

Shorter way via Wanaque Valley to Pompton and Paterson; for alternate route, Greenwood Lake to Pompton via Newfoundland, see separate paragraphs, page 342

MILEAGES (Narrow and rough roads for about 4 miles along west side of lake; then mostly good macadam to New York.)

0.0 0.0 **GREENWOOD LAKE**, village stores.

Turn square right (coming from Warwick without

stop) or square left (coming from either of the hotels); winding along shore of lake to road leading down west side of same. At fork (3.8 m), keep left, following shore—road unmistakable but very narrow and rough through woods.

At end of lake road (6.0 m), turn square left, sign "Pompton," to Brown's (6.2 m); here curve southward past road on right (6.7 m—leading to Newfoundland). Direct but winding road, passing under RR. at Hewitt's (8.9 m); at 3-pronged fork immediately beyond keep right (straight ahead), sign, "Midvale."

Cross bridge (9.6 m); at fork (10.1 m), keep right through woods, direct over RR. track at Boardville (12.5 m). Keep to right along improved road, crossing RR. again (15 m). Thence straight ahead on macadam through Midvale (16.2 m) and Wanaque (16.9 m), crossing bridge (17.0 m) and RR. (17.1 m).

Continue direct across RR. (19.7 m) to end of road—church on right-hand corner (20.1 m); **at this point the alternate road from Newfoundland joins**, and running directions are identical balance of way to Paterson and New York. Turn square left across bridge (20.2 m); at irregular 4-corners with fire ring in fork just beyond (20.3 m), turn right across bridge at village of Pompton (21.0 m).

Pass right fork (21.8 m*—for Wayne, Singac, etc.), direct on main-traveled macadam up Packanack Mt.—fine macadam all way, grades easy. Descend the "mountain" on same fine grades, running direct through cross-roads (roadhouse on left—26.5 m).

*Connection from this Route to Wayne, Singac, Montclair, Bloomfield and Newark, N. J.: At fork (21.8 m), bear right (leaving Paterson Road on left) to irregular fork (22.6 m). Bear left, sign "Newark," keeping right (23.0 m) on main road to end of same (24.7 m); again bear left, direct to Wayne (P. O. on left—25.9 m).

Cross D., L. & W. RR. and canal bridge at Mountain View station (on left—26.7 m), through village immediately beyond. Straight ahead on fine macadam across Erie RR. (28.7 m) and through bridge (28.8 m) into Singac (29.0m).

Direct—superb views (30.6 m)—through Cedar Grove (31.1 m), running under Erie RR. (31.2 m). At cross-roads (33.2 m—easily missed at speed) turn square left, past Hotel Montclair on left; meeting trolley (33.4 m) follow same into Bloomfield Ave., Montclair 34.3 m).

Montclair Garage & Machine Co., 654 Bloomfield Ave.

Run straight ahead on Bloomfield Ave.—trolley the entire remaining distance to Newark, but several blocks of bad stone pavement on the farther end. Pass D., L. & W. depot (on left—34.6 m), running diagonally across RR. (35.3 m—grade; flagman and gates), through Bloomfield (36.1 m); again cross RR. at Bloomfield Ave. station (on left—36.9 m) and stone bridge in Branch Brook Park (38.3 m).

Follow Bloomfield Ave. to end at Belleville Ave. (39.1 m), bearing right on Belleville Ave. to end of same at North Broad St. (39.4 m). Again bear right down North Broad St. under D., L. & W. RR., at Newark station on right (39.6 m). to Broad and Bridge Sts. (library over to right), Newark (39.8 m).

Continuing the main line route to Paterson and New York, at short distance beyond (26.9 m), bear left through stone cut, winding to right just beyond, with fine view of Paterson and surrounding towns head. At fork of 5-roads (27.9 m) curve left into "Hamburg St.," Paterson; picking up trolleys (28.3 m), bear right across bridge (28.9 m) to fork of 5-roads just beyond.

29.1 29.1 **PATERSON**, Main St. & Broadway, business center.

Colt Restaurant, Colt Bldg., opposite City Hall.

Rambler Automobile Co., Church & Market Sts.

Turn left on Broadway, following car-tracks across Erie RR. (29.4 m) and N. Y., S. & W. RR. (30.0 m), running straight ahead across Passaic River bridge (31.3 m), Paterson Country Club on right just beyond (31.4 m). Pass under RR. (32.2 m), crossing trolley (32.4 m); at fork (33.2 m) keep right on main-traveled road; coming to bridge just beyond turn left across Saddle River at

33.5 4.4 **ARCOLA**, water wheel on river bank.

Turn right, straight ahead across trolley at Arcola station (on left—34.0 m); ignoring car-tracks met just beyond, cross RR. (36.7 m) into Passaic St., Hackensack. At Main St. (37.0 m), turn right past Hackensack Club on left (37.2 m), following brick pavement across RR. and trolley tracks at Erie station on left.

37.5 4.0 **HACKENSACK**.

For alternate route, Hackensack to New York via Weehawken Ferry, see separate head in connection with the Newburgh-New York route, page 347.

Continue down on Main St. $\frac{1}{3}$ -mile only, turning left (37.8 m) between hotel on left and small park on right (after the turn). At end of park jog right to monument and immediately turn left out Court St. into the Hackensack-Ft. Lee Turnpike.

Direct over bridge (Hackensack River—38.0 m), crossing Erie RR. at Bogota station on left (38.4 m) and West Shore RR. at Bogota station on right (38.6 m). Cross iron bridge (40.3 m), Erie RR. at Leonia station on left (40.6 m) and double trolleys (41.0 m).

Continue upgrade diagonally across single trolley (41.2 m) and over double car-tracks (42.1 m). Straight ahead (ignoring right turn of trolleys) through Ft. Lee (42.3 m), carefully descending short, steep grade to end of road (42.5 m).

Turn right, beginning long, steep downgrade (good control essential); keep right close to stone wall. Continue along Shore Road (winding grades nearly all way), direct to front of ferry house, Edgewater; cross trolleys, turning immediately sharp left to

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44.3 6.8 **EDGEWATER FERRY.**

(20-30-40c, according to size of car and number of passengers; boats every 20 to 30 minutes.)

For this entrance and its connections throughout the city, see map, "Main Automobile Routes on Manhattan Island," page 58.

Straight out from 130th St. ferry across RR. (4 freight tracks—grade), bearing at once diagonally right under Riverside Drive viaduct (44.4 m). Ascend winding grade along embankment; at top of same keep to right of Grant's Tomb (44.8 m), into Riverside Drive.

Continue direct past Soldiers' & Sailors' Monument (on right—46.5 m) to end of Drive (47.4 m), where turn left into W. 72nd St. Straight ahead to subway entrance, 72nd St. & Broadway (47.7 m), turning right down Broadway to

48.3 4.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Cumulative distances: 48.3 miles from Greenwood Lake via Wanaque Valley; 55.3 miles from Warwick; 86.3 miles from Newburgh; via Newfoundland distances 5.4 miles greater throughout.

New Grand Hotel, Broadway & 32nd St.

Hotel Empire, 3 blocks north of Columbus Circle.

Hotel Woodstock, 127 W. 43rd St.

The Marie Antoinette, 67th St. & Broadway.

For city map, see New York City Section, page 58.

For diverging routes, see Index map New York City Section, page 56.

For through connections, see Trunk-line Index map, page 1.

ALTERNATE GREENWOOD LAKE TO NEW YORK VIA NEWFOUNDLAND AND PEQUANNOCK VALLEY—53.7 M.

MILEAGES
Total Intermediate

0.0 0.0 **GREENWOOD LAKE**, village stores.

(Narrow and rough roads for about 4 miles along west side of lake; then mostly good macadam to New York.)

Turn square right (coming from Warwick without stop) or square left (coming from either of the hotels), winding along shore of lake to road leading down west side of same. At fork (3.8 m), keep left, following shore—road unmistakable but very rough and narrow through woods.

At end of lake road (6.0 m), turn square left, sign "Pompton," to Brown's (6.2 m); here curve southward to road on right (6.7 m—leading to Newfoundland). Leaving the Wanaque Valley route (already given), turn square right, direct through hamlet of W. Milford (8.4 m); pass left fork (8.9 m) and right fork (9.2 m). **Caution** for sharp right curve (10.5 m); at fork (14.2 m) run straight ahead on main-traveled road to end of same at

15.7 15.7 **NEWFOUNDLAND.**

Turn square left—now on the road along the Pequannock River; curve right (16.0 m) on fine macadam, over RR. track (17.0 m), keeping straight ahead at fork immediately beyond. **Caution** for bad left curve (17.5 m), running under RR. just beyond (17.6 m); pass stone

gatehouse (on right—18.7 m), with sharp curves (bad left—21.0 m—straight ahead would go over embankment).

Cross RR. (21.1 m), bridge (21.2 m) and RR. again (21.5 m); $\frac{1}{2}$ mile beyond (22.0 m) cross another iron bridge, running through small hamlet (22.5 m) into village of Bloomingdale (23.2 m). Keep left through center of town, crossing bridge (23.9 m) and again left just beyond; cross RR. (bad grade—24.4 m), RR. again (25.2 m) and iron bridge (Pompton River—25.3 m), meeting the road down the Wanaque Valley in front of church (on left—25.5 m).

At this point connection is made with the route already given down the Wanaque Valley; by setting the odometer at 20.1 m in the preceding schedule and keeping straight ahead in front of church complete running directions and odometer mileages are had balance of way to Paterson, Hackensack and New York.

Route 162—Newburgh to New York City—58.2 m.

Route map, page 344.

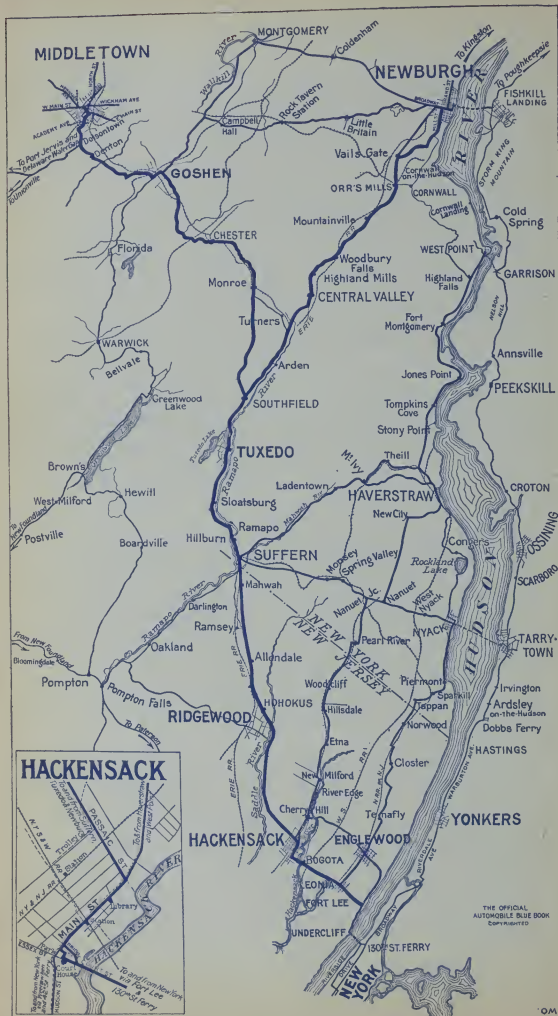
Reverse route, No. 16.

Out Broadway and Mill St., through Vails Gate and Highland Mills, skirting the western edge of Central Valley; thence through TUXEDO and Suffern, N. Y., and HACKENSACK, N. J., to the Edgewater-W. 130th St. Ferry. Alternative, Hackensack to New York via Weehawken Ferry.

This is the main-traveled north-and-south line on the lower west side of the Hudson River. It is a picturesque run—macadam practically throughout—with many sharp curves, some of them dangerous at speed. For connection from this line to Nyack, see Note "A" at end of this route.

MILEAGES
Total Intermediate (For this and optional exits, see Newburgh city map, page 331.)

0.0	0.0	NEWBURGH , Broadway & Grand St. Start nearly west on Broadway with trolleys.
0.5	0.5	Turn left from Broadway into Mill St. (small church on corner at the turn); follow main-traveled winding road out of town, crossing stone bridge (1.2 m) and passing cemetery (on right—1.4 m).
3.1	2.6	End of road; turn right, straight ahead to
4.9	1.8	VAIL'S GATE , central 4-corners; turn left.
6.0	1.1	Bear left with the main road, passing under RR. viaduct (6.2 m).
6.4	0.4	ORR'S MILLS ; straight through small village, crossing iron bridge (Moodna Creek). Pass left-hand road (leading to Cornwall), following main road past "Street Car Colony" (on right—7.9 m).
9.0	2.6	Curve left with main road (Mountainville station over to the right).
12.3	3.3	Cross iron bridge— caution (immediately beyond), for sharp right curve under RR. at Woodbury Falls station.
14.0	1.7	HIGHLAND MILLS ; straight through village.
15.2	1.2	Pass left-hand road (leading into village of Central Valley).
15.7	0.5	Fork; keep to right on main-traveled road.
16.9	1.2	Fork; keep to left on main-traveled road (right leads to Turners). straight ahead under RR. (17.3 m).





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- 17.7 0.8 Meet road which comes down from Monroe and Turners; bear left into same and continue down the valley—frequent sharp curves in next few miles. Avoid left-hand road (18.3 m), and also pass left-hand road (19.9 m, leading across bridge to **Arden**).
- 22.5 4.8 **SOUTHFIELD**; straight through small village (route from Part Jervis, Middletown and Goshen comes in from the right at large rock in reverse fork at **Southfield**).
- 23.3 0.8 Fork; keep to left (lower road, along RR).
- 24.1 0.8 3-corners; bear left on main road, shortly coming along Tuxedo Park (on right)—sharp curve (25.5 m). Pass entrance to Tuxedo Park (on right—26.2 m) and RR. station (on left—26.3 m).
- 26.4 2.3 **TUXEDO**; straight through the village—sharp curves (28.2 m). Cross iron bridge at hamlet of **Sloatsburg** (29.2 m); cross single track RR. (29.6 m) down the valley.
- 31.0 4.6 **RAMAPO**; direct through small village, passing right-hand road (31.3 m). Cross iron bridge (Ramapo River—31.6 m) and dangerous RR. tracks (31.8 m); curve right (32.1 m) and continue along Erie RR.
- 32.9 1.9 Keep to right across spur track at **Suffern station**,* straight ahead (leaving Suffern village over to left).
- * For connection from Suffern to Spring Valley and Nyack, see note "A" at the end of this route, page 347.
- New Mountain House.**
- Pass right-hand road (33.7 m, which goes under RR. and connects Ramapo Valley points); the balance of this trip is in New Jersey.
- 34.6 1.7 Direct through 4-corners, **Mahwah**, and through small residence settlements (**Ramsey**, 37.4 m, and **Waldwick**, 40.6 m), descending grade into

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- 41.7 7.1 **HOHOKUS**; straight ahead through the village.
 (Road to Ridgewood, Paterson and Newark, and points below Newark without going through Jersey City or New York, turns right across bridge at Hohokus, 41.7 m.)
- 42.0 0.3 Fork; take the right-hand road—Franklin Turnpike—straight ahead across bridge (Saddle River—43.0 m).
- 43.2 1.2 Turn right, straight ahead for several miles, past water wheel (on right—47.3 m—where route from Paterson, etc., comes in from the right across Saddle River). Cross trolley at **Arcola station** (47.8 m), same road becoming Passaic St., Hackensack. Ignore course of trolleys, keeping straight ahead on Passaic St. across RR. (50.6 m).
- 50.9 7.7 Meeting trolleys, turn right on Main St.—brick pavement—following tracks through
- 51.4 0.5 **HACKENSACK**; cross Eric RR. at center of city and continue straight ahead 0.2 mile only.
 For alternate route, Hackensack to New York, via Weehawken Ferry, see separate head at end of this route.)
- 51.6 0.2 Leave trolleys by turning left into Bridge St., bearing left (51.8 m) across iron bridge (Hackensack River) and Eric RR. (52.2 m)—caution for specially dangerous crossing, W. S. RR., at Bogota station (52.5 m). Cross iron bridge (54.2 m), Erie RR. at Leonia station (54.5 m) and double trolleys (54.9 m); ascend grade, crossing single trolley (55.0 m) and double car-tracks (56.0 m). Continue straight ahead (ignoring right turn of trolleys), through Ft. Lee village (56.1 m), carefully descending steep grade (56.3 m)—good control essential.
- 56.4 4.8 Turn right on the River Road—winding downgrade nearly all the way to ferryhouse, Edgewater; cross trolleys, turning immediately sharp left to
- 58.2 1.8 **EDGEWATER FERRY**. (20—30—40c, according to size of car and number of passengers; boats every 20 to 30 minutes).

Cross Hudson River to foot of W. 130th St.; for principal connections throughout the city, see map, "**Main Automobile Routes on Manhattan Island**," page 58. The most satisfactory way to the central hotel and garage district is straight out from ferry across RR. (4

freight tracks), bearing at once diagonally right under Riverside Drive viaduct and up winding grade along embankment.

At top of grade keep to right of Grant's Tomb into Riverside Drive, direct past Soldiers' & Sailors' Monument (on right) to end of Drive at 72nd St. Turn left on W. 72nd St., straight ahead to subway entrance (72nd St. & Broadway, turning right down Broadway, past Hotel Empire (on right, Broadway & 63rd St.) to Columbus Circle, Broadway, 8th Ave. and W. 59th St.

Hotel Woodstock, 127 W. 43rd St.

Grand Hotel & Annex, Broadway & 32nd St.

The Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

For city map see New York City Section, Vol. 1, page 58.

For diverging routes, see Index map, New York City Section, Vol. 1. page 56.

For through connections, see Trunk-line Index map, page 1.

Note "A"—Connection, Suffern to Nyack—13 miles: One block below depot, Suffern, turn left through business center over bridge (7-10 m) and cross RR. bridge (4 m). Cross RR. (grade—4.2 m); caution for sharp left curve (6.2 m) through Spring Valley. At 4-corners turn left through Nanuet (4-corners—8 m) over RR. tracks at West Nyack station on left (10.7 m). Thence direct on Main St. to Broadway, Nyack (13 miles); for connection, either to Englewood and New York or to Tarrytown ferry, see local map, page 113, consult index for running directions either way.

ALTERNATE, HACKENSACK TO NEW YORK VIA WEEHAWKEN FERRY.

Not so much used as the line via Fort Lee Ferry, already given, but a fairly good alternate; 20 cents bridge and turnpike tolls this way.

MILEAGES
Total Intermediate

(Distances reckoned locally from Hackensack.)

0.0 0.0 **HACKENSACK**, RR. depot, Main St.

Continue down Main St. past Bridge St. (on left—0.2 m, where the N. Y. route via Fort Lee turns left); turn diagonally left 0.4 m) with trolleys into Hudson St. or Hoboken Ave. At fork by brick yards (2.5 m), bear left over Hackensack River bridge (2.6 m—15c toll); caution for bad grade crossing, N. Y. S. & W. and West Shore RRs., at Little Ferry station (2.7 m).

Direct with trolleys, turning right over second bridge (3.6 m); where car-tracks turn right, run straight ahead over bad grade crossing, Erie RR. at Ridgefield station (4.1 m). At 4-corners (4.2 m), turn right, again meeting trolley; thence direct past toll-gate (5c toll) to intersection of the Bulls Ferry Road, center of the small town of Fairview (5.1 m).

The Bull's Ferry Road—easily passed at speed—is a diagonal left turn between two large trees at the hotel with sheds on left; small signs on left-hand tree.

Turn diagonally left up long grade, past front gates of Fairview Cemetery (on right—5.7 m), running nearly straight ahead through 4-corners immediately beyond, upgrade at forks of 5-roads at amusement resort (6 m). Here turn right between hotels with trolley and first left (6.1 m—leaving car-tracks) into Hudson Co. Boulevard—caution for square left turn (6.3 m), with trolley crossing just beyond.

Route 163

Newburgh, N. Y., Section

Continue on Boulevard, keeping right with same (6.6 m)—thence direct, but numerous sharp curves, along edge of cliffs (some dangerous at speed). Continue to double-track-trolley (8.9 m), cross same, turning immediately left down steep grade to West Shore ferries.

9.5 9.5 **WEEHAWKEN**, RR. terminal.

Ferry charge 13-25c according to size of car and number of passengers; extra passengers 5c each. Fairly good and regular service across the Hudson River; from ferry exit bear right* into W. 42nd St.,* running straight ahead with car-tracks one mile to

10.5 1.0 **TIMES SQUARE**, W. 42nd St., 7th Ave. & Broadway.

* Or turn left in front of freight house, then right into W. 43rd St.—not quite so convenient at the start but no car tracks this way and distance the same.

Route 163—Newburgh to Newark, N. J.—61.7 m.

Route map, page 344

Reverse route, No. 17..

Reverse of No. 17, branching from Route No. 162 (the Newburgh-Tuxedo-Suffern-Hackensack-New York line) at Hohokus, thence through Ridgewood to the edge of Paterson, where connection is made by the River Road through Passaic to Newark. Carried from Newark to Jersey City and New York, making, if desired, a Newburgh-New York route via Tuxedo, Suffern, Ridgewood, Passaic and Newark (73.9 miles).

MILEAGES
Total Intermediate (For this and optional exits, see Newburgh city map, page 331.)
0.0 0.0 **NEWBURGH**, Broadway & Grand Sts.

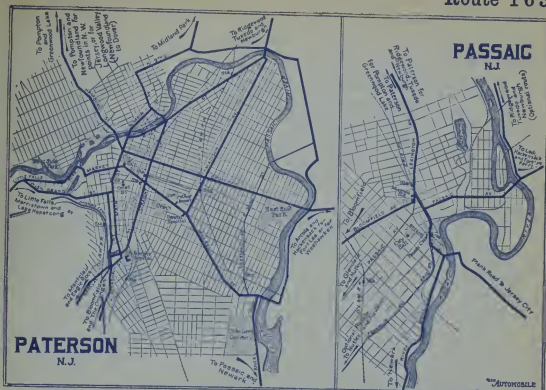
Follow the preceding route (No. 162), which see for full running details and odometer mileages through Vails Gate (4.9 m), Mountainville (9.0 m), Highland Mills (14.0 m), **Tuxedo** (26.4 m) and **Suffern, N. Y.** (32.9 m) to

41.7 41.7 **HOHOKUS, N. J.** (Arcola-Hackensack-New York route continues straight ahead).

Turn right across Hohokus Creek, following main-traveled road past Golf Club (on left—42.7 m) into and through Ridgewood (42.9 m); at fork (43.4 m) keep right, direct across Erie RR. tracks (44.5 m) to 4-corners by grist mill and ice-houses (46.0 m). Here (unless running into Paterson, which is across the Passaic River), turn left on the River Road, running around the eastern edge of the city.

Continue on direct, but winding road, **crossing** Broadway line (47.9 m—connection between Paterson and Hackensack); at fork (48.7 m) keep right over small bridge, passing under RR. (48.9 m) to 4-corners just beyond (49.0 m). Here turn right across bridge (49.1 m) to 4-corners, where meet trolleys (49.2 m); again turn left—still along the Passaic River—fine views but foul smells.

Pass left fork (50.4 m), running through cross-roads (51.0 m), same thoroughfare becoming Lexington Ave., Passaic; at brick church in fork (51.7 m) keep right, coming in front of Erie RR. station (52.1 m). Cross RR. tracks, taking left with trolleys at miniature "Flatiron Bldg.," immediately beyond down Main St.,



This route (southbound) first skirts the eastern edge of Paterson, along the Passaic River, the main-traveled road becoming Lexington Ave. to the center of Passaic.

52.2 10.5 **PASSAIC**, Main St., 0.1 mile south of station.

Continue down Main St., keeping left across RR. tracks again (52.5 m) still along the River Drive; where trolleys turn left across bridge (52.8 m—for Hoboken and New York), run straight ahead under RR. at Passaic Park station (on right—53.3 m). Pass bridge on left (53.7 m—to and from Rutherford), avoiding left fork downhill (54.8 m); curve right (55.0 m) over RR. tracks (55.2 m) to end of road (55.3 m).

Turn square left, curving right over bridge (55.4 m); thence direct on the River Drive **0.3 mile only** to Kingsland Ave.—branch road at Passaic Country Club on right (55.7 m). Turn right on Kingsland Ave. to intersection of Washington Ave. (55.9 m); turn left on Washington Ave. across RR. and trolley (56.9 m); $\frac{1}{2}$ mile beyond pass Hillside Park (on right—57.4 m), following double-track trolley under Erie RR. at North Newark station (59.1 m).

Straight ahead to and along Mt. Pleasant Cemetery; at end of same (60.4 m) turn left and first right (60.5 m) into N. Broad St., Newark. Direct on asphalt 0.8 mile; thence (61.3 m) on stone block pavement with trolleys.

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



Route 163

Newburgh, N. Y., Section

- curving left under D., L. & W. RR. at Newark station
 61.7 9.5 **NEWARK**, Broad & Bridge Sts.
 Hotel Navarre, 882 Broad St.
 P. H. Johnston, Garage, 9 Hill St.
 Martin Auto Co., 282 Halsey St.

**CONNECTING ROUTE NEWARK TO NEW YORK VIA THE TURNPIKE AND
 JERSEY CITY, COMPLETING A NEWBURGH—TUXEDO—SUFFERN—
 RIDGEWOOD—PASSAIC—NEWARK—NEW YORK LINE.**

MILEAGES (Distances reckoned on basis of 61.7 miles Newburgh to
 Total Intermediate Newark.)

- 61.7 61.7 **NEWARK**, Broad & Bridge Sts.

Turn left, downgrade on Bridge St. over Passaic River bridge (61.9 m—no toll); thence through Harrison, running under D., L. & W. RR. trestle (62.2 m) into the Turnpike. Direct on fair-to-poor macadam across the "Meadows," passing under Penna. Tunnel Connection (64.9 m)—**caution** for dangerous grade crossing D., L. & W. RR. (65.6 m). Continue over Hackensack River bridge (66.4 m) onto very bad stone blocks along RR. embankment, running straight ahead to intersection of the Hudson Co. Boulevard (wide macadam—67.6 m).

Turn right over Penna. RR. viaduct (67.8 m); at fork just beyond (67.9 m) curve right and left (68.1 m) with Boulevard to 4-corners at Glenwood Ave. (68.4 m—automobile club signpost on right). Turn left, jogging left across trolley line at armory (68.6 m) and immediately right.

Thence downgrade over brick-paved viaduct (69.0 m) into Mercer St. (continuation of Glenwood Ave.). Straight ahead under RRs. to end of Mercer St., where turn square right, immediately past front of City Hall (Mercer & Henderson Sts.).

- 70.0 8.3 **JERSEY CITY.**

Continue along Henderson St. to York St. (70.1 m—2nd street from City Hall—Express Co.'s brick stables on left-hand corner), turning left down York St. with single-track trolley—**asphalt**, heavily worn by traffic, 1909. At Hudson St. (70.6 m—concrete soap factory on right-hand corner), turn left and next right—Montgomery St., to

- 70.9 0.9 **JERSEY CITY**, RR. terminal.

Cross Penna. RR. ferry (charge 13-30c, according to size of car and number of passengers); frequent service throughout the day and evening across the Hudson River. From ferry exit, run out W. 24th St., straight ahead to Broadway (72.1 m); turn left up Broadway to

- 73.9 3.0 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

Hotel Woodstock, 127 W. 43rd St.

New Grand Hotel, Broadway & 32nd St.

The Marie Antoinette, Broadway & 67th St.

Hotel Empire, 3 blocks north of Columbus Circle.

Joscelyn Stable Co.'s Garage, 112-116 W. 52nd St.

Johnston's Garage

Accommodates 30 Cars

NEW PALTZ, N. Y.

Stop here for Lakes Mohonk and Minnewaska

Route 165—Newburgh to New Paltz, N. Y.—21 m.

Outline directions and approximate distances only.

Start north on either Liberty St. or Grand St. (see city map) to North Water St. (diagonal road at upper edge of city, on which trolleys run); turn left (1.1 m) on the "North Plank Road"—direct but winding through Cronomer Valley (4.8 m) and Leptondale (7.1 m). Continue over Kings Hill (fine views!) crossing Central New England RR. track (10 m) to intersection of the "Plains Road" (10.5 m—blacksmith shop on corner).

Turn right on the Plains Road, which follow through Flint (3 or 4 houses—13 m) and Ireland Corners (15.7 m); cross RR. (19.5 m), thence on main road into New Paltz (21 m). **Johnston's Garage.** [For extension of this route to Poughkeepsie—turn right at New Paltz following trolleys all way through Put's Corner, Ohioville and Highland village to Highland-on-Hudson, where ferry is taken to Poughkeepsie].

Route 167—Newburgh to Millbrook, N. Y.—30 m.

Via ferry to Fishkill Landing, thence through Fishkill Village, Hopewell and South Millbrook; connecting at Millbrook with the Poughkeepsie-Pittsfield route for the Berkshire Hills.

This is a frequently useful short connection between Newburgh (and west Hudson points via Newburgh) to Millbrook and points beyond; and an alternate to the better-known route through Poughkeepsie. Outline directions and approximate distances only; specific directions and odometer measurements will be secured for the next edition.

MILEAGES

Total Intermediate

0.0 0.0 **NEWBURGH**, Broadway & Grand St.

Go down Broadway to its end at Colden St., turning left through Colden into Water St.; one block beyond turn right on 2nd St. to the riverfront. Cross the Hudson by ferry in operation throughout the year, averaging, during the summer season, above 45 round trips between 5 a. m. and midnight, with naturally decreased service during other seasons—charge to Newburgh 30c to 40c for car and chauffeur—extra passengers 7c.

From ferry slip on east side, follow trolley up Main St. through Fountain Sq., Fishkill Landing (0.7 m), passing **Holland Hotel** (on right) to Fishkill Village (6.1 m). Go through (avoiding right-hand road leaving town), by running along Newburgh, Dutchess and Connecticut RR. tracks through Brinkerhoff (7.5 m), thence on main-traveled road, crossing RR. (11.7 m), to Hopewell Jet. (12.3 m).

Route 169

Newburgh, N. Y., Section

Here cross N. Y., N. H. & H. RR., again crossing tracks at Clove Branch Jct. (13.4 m); continue on main road through hamlet of Arthursburg (15.8 m), shortly taking left fork over RR. again (16.8 m) into Lagrangeville (17.7 m). Turn right, crossing RR. tracks in village, but 0.3 mile beyond (18 m) turn left; thence along eastern side of tracks, crossing bridge (21 m).

Continue through hamlet of Moores Mills (21.9 m); crossing RR. again (22.4 m & 23 m), and once more (24.1 m), entering Verbank Village. At white schoolhouse (24.7 m), turn left, following main road through S. Millbrook (29.3 m), to

30.0 30.0 **MILLBROOK**, Millbrook Inn.

Connect here with the Poughkeepsie-Pittsfield route, No. 43, for points beyond.
Reverse route, No. 59

Route 169—Newburgh to Poughkeepsie, N. Y.—16 m.

Route map, page 329.

Reverse route, No. 59.

Via Fishkill Landing and Wappinger's Falls—macadam practically throughout. Odometer measurements, Fishkill Landing to Poughkeepsie.

MILEAGES
Total Intermediate

0.0 0.0 **NEWBURGH**, Broadway & Grand St.
(For this and other exits, see Newburgh city map, page 331.)

Go down Broadway to its end at Colden St., turning left through Colden into Water St.; one block beyond turn right on 2nd St. to the river front. Cross the Hudson by ferry in operation throughout the year, averaging, during the summer season, above forty-five round trips between 5 a. m and midnight, with naturally decreased service during other seasons—charge to Newburgh 30c. to 40c. for car and chauffeur—extra passengers 7c.

From ferry on east side follow trolley to Fountain Sq., Fishkill Landing (0.7), **Holland Hotel**, where turn left into North Ave. shortly becoming fine State macadam. At fork (4.1 m) bear left, straight ahead to hamlet of Hughsonville (6.9 m); continue through on main road, bearing left at flagpole and park (8.2 m) into village of

8.3 8.3 **WAPPINGERS FALLS.**

Note special auto speed signs entering Poughkeepsie.

Continue downgrade across stone bridge (Wappingers Creek (8.4 m); at end of road immediately beyond turn 90° right (picking up trolley), direct to fork (10.5 m). Here keep left with car-tracks, which follow all way into South Ave., past Soldiers' Fountain (on left—15.7 m) and through Market St. to end of same.

16 7.7 **POUGHKEEPSIE**, Main & Market Sts.

Smith Bros.' Restaurant, 13 Market St.

Morgan House, Main & Catherine Sts.

Nelson House, Market St. near Main.

Van's Garage, adjoining Morgan House.

Ryder's Garage, Market St. near Nelson House.

For city map and points of interest, see page 175.

For diverging routes, see Index map, Poughkeepsie Section, page 173.

Route 171—Middletown to Monticello (25 Miles) and Liberty, N. Y. (37.2 Miles)

Route map, page 329.

Reverse route, No. 172.

A popular route through parts of Orange and Sullivan counties—average fair, but hilly roads; with note of the possible but rough, dangerous and generally inadvisable extension of this run to Roscoe, Hancock, Deposit, Windsor and Binghamton, N. Y. Supplemented by return directions, Liberty and Monticello to Middletown.

MILEAGES
Total Intermediate

(For this and optional exits, see Middletown city map, page 355.)

(4 tollgates in first 13 miles—total 50c.)

0.0 0.0 **MIDDLETOWN**, Franklin Sq., Main & North Sts.

Start nearly north on North St., following trolleys over RR. tracks (2-10 m); where trolleys branch right and left (4-10 m), continue straight ahead, picking up same again (7-10 m), direct to end of line (1.2 m). Pass through tollgate (1.7 m—10c. toll), straight ahead on good road through 4-corners (2.7 m); at fork (3.2 m), keep to left, following telegraph poles across RR. (4 m) through hamlet of Fair Oaks (4.5 m).

Continue with telegraph poles through tollgate (6 m—10c toll) and through prominent 4-corners (6.5 m) to end of road at the Cohecton Turnpike (7.9 m); turn 90° left, immediately across bridge, thence direct, upgrade through Bloomingburg (8.2 m). At fork (8.6 m) take right upgrade with waterbars to Hotel Highview (9.4); here turn 90° right, straight ahead upgrade (9.7 m), more waterbars, reaching top of grade (10.2 m).

Pass through toll-gate (10.3 m—20c toll) upgrade (waterbars), curving sharp left half way down, over RR. track (11.3 m); at foot of hill, again cross RR. (12 m), running straight ahead into Wurtsboro (12.8 m). Ascend grade through another tollgate (13 m—10c toll), passing through crossroads (13.1 m); thence downgrade along deep ravine (on left), following telegraph poles to fork (15.3 m).

Take left fork—still with telegraph poles—reaching the summit (16 m); curve right (16.2 m) past Mountain View House (16.3 m), keeping straight ahead on rough road (16.4 m). Pass direct through Rock Hill (19.6 m) upgrade—**caution** for sharp left curve (20.9 m); continue through covered bridge over the Neversink River (21 m), still upgrade through Bridgeville (21.2 m). At fork (21.4 m), take left—**caution** for sharp curves (21.6 m); at next fork (22.2 m—white house on hill in front), keep to left ascending rough grade into

25 25 **MONTICELLO.**

Continue through town, turning right at Soldiers' Monument (25.4 m); just beyond curve left on good dirt but narrow road to fork (28.1 m). Take left fork—

Route 172

Newburgh, N. Y., Section

rougher road—straight ahead (28.9 m) through woods; continue upgrade, curving left across bridge at Bushville (29.7 m). Just beyond (29.8 m) turn 90° right on fair dirt road—**caution** for “S-curves” (30.4 m); curve left (30.7 m) on improved road, straight ahead through 4-corners (32.7 m), crossing RR. at Strongtown station (34 m).

Ascend steep grade (34.5 m), again crossing RR. (34.7 m)—**caution** for “S-curves”; at foot of hill, Ferndale curve right (34.9 m) under RR. viaduct. Continue straight ahead along creek, turning left at end of road (36 m) across two bridges (36.3 m), thence along small lake, up-grade into

37.2 12.2 **LIBERTY**, Main St., center of town.

Relatively few trips into Sullivan County this way go beyond Liberty; though the roads are fairly good to Livingston Manor (46.9 m) and Roscoe (53.6 m), beyond that point they are rough and dangerous, making the trip through to Binghamton generally inadvisable, especially in bad weather. However, anyone having special occasion to go this way, should continue through Livingston Manor (46.9 m), Roscoe (53.6 m), Cooks Falls (59.4 m), East Branch (69.5 m), Fish's Eddy (74.4 m), Hancock (81.7 m), Deposit (95.5 m) and Windsor (110 m) to Binghamton (125.3 m). For the last 15.3 miles—Windsor to Binghamton—the road is good, but for the 56.4 miles between Roscoe and Windsor it is distinctively bad.

Route 172—Liberty to Middletown, N. Y.—37.2 m.

Reverse route, No. 171

Running directions this way are in the main correct, but not ample and specific at all points.

MILEAGES

Total Intermediate

0.0 0.0

LIBERTY, Main St., center of town.

Start nearly south, crossing 2 bridges (9-10 m); turn 90° right (1.2 m), following main road along Beaverkill creek, passing under RR. (2.3 m at Ferndale). Descend steep grades with “S-curves,” crossing RR. (2.5 m); still downgrade (2.7 m), crossing RR. at Strongtown station (3.2 m). Continue straight ahead through hamlet of Bushville (6.5 m), **caution** for “S-curves” (6.8 m); keep to left across bridge (7.4 m) straight ahead uphill (8 m) to Soldiers' Monument (11.8 m), where turn left through

12.2 12.2 **MONTICELLO**.

Go through, taking right fork (14.7 m), then left fork, rough road, up and down grade through Bridgeville (16 m); cross covered bridge (Neversink River—16.2 m)—**caution** for dangerous curves (16.3 m). Continue through Rock Hill (17.6 m), past Mountain View House (20.9 m); at fork (21 m), take left—**caution** for narrow road upgrade along deep ravine, thence through tollgate (24.2 m—10c. toll) into Wurtsboro (24.4 m).

Cross RR. (25.2 m) turning left again across RR. (25.9 m), curving right upgrade; then downgrade—waterbars—through tollgate (26.9 m—20c toll); descend more grades, keeping right at fork (27.2 m) to Hotel Highview

Newburgh, N. Y., Section

Route 172

(27.8 m). Here turn left through Bloomingburg (29 m); continue across bridge (29.3 m), turning 90° right immediately beyond, straight ahead through crossroads (30.7 m).

Pass through tollgate (31.2 m—10c toll), straight ahead ahead with telegraph poles through hamlet of Fair Oaks (32.7 m); cross RR. (33.2 m) through crossroads (34.5 m) and through tollgate (35.5 m—10c toll). Picking up (36. m), leaving (36.5 m), and again picking up trolley (36.8 m), follow same into North St., Middletown; cross RR. (37 m), straight ahead to Franklin Sq., center of

37.2 25 **MIDDLETOWN**, Franklin Sq., Main & North Sts.

Hotel Brown, James St.

For diverging routes see Index map, page 303.



Map showing routes through Middletown, N. Y., corresponding to directions for entering and leaving the city given in the routes listed above.

TRUFFAULT-HARTFORD SHOCK ABSORBER

Will
prevent that
constant fear of broken springs

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 175

Newburgh, N. Y., Section

Route 175—Middletown to Kingston, N. Y.—53.1 m.

Route map, page opposite.

Reverse route, No. 191.

Via Bloomingburg, Wurtsboro, Summitville, ELLENVILLE and Hurley.
State macadam a considerable part of the way; various grades.

(For this and optional exits, see Middletown city map,

MILEAGES
Total Intermediate

page 355.)

(Several toll gates at the start of this route.)

0.0 0.0 **MIDDLETOWN**, Franklin Sq., Main & North Sts.

Start nearly north on North St., following trolleys over R.R. tracks (2-10 m); where trolleys branch right and left (4-10 m), continue straight ahead, picking up same again (7-10 m), direct to end of line (1.2 m). Pass through tollgate (1.7 m—10c toll), straight ahead on good road through 4-corners (2.7 m); at fork (3.2 m), keep to left, following telegraph poles across R.R. (4 m) through hamlet of Fair Oaks (4.5 m).

Continue with telegraph poles through tollgate (6 m—10c. toll) and through prominent 4-corners (6.5 m) to end of road at the Cohecton Turnpike (7.9 m); turn 90° left, immediately across bridge, thence direct, upgrade through Bloomingburg (8.2 m). At fork (8.6 m) take right, upgrade with waterbars to Hotel Highview (9.4 m); here turn 90° right straight ahead upgrade (9.7 m), more waterbars, reaching top of grade (10.2 m). Pass through tollgate (10.3 m—20c toll) upgrade (waterbars) curving sharp left half way

ELLENVILLE Home of 'Sun Ray'

PUREST SPRING WATER IN THE WORLD



"WAYSIDE INN." Most Attractive Country Inn in the State
HANDSOME GRILL ROOM

This hostelry is situated at Ellenville, which nestles on the westerly slope of the beautiful Shawangunk Mountains in Ulster County, New York. This mountain cluster, lying between the Highlands and the Catskills, is famous for the grandeur of its scenery, the healthfulness of its climate and the purity of its water. Finest resort in the State for automobile parties. Fine roads. In construction and appointments this hotel is up to date in every way. Ample fireproof garage. Facilities for repairs. Write for map showing best roads to "The Wayside Inn," Ellenville, N. Y. Officially appointed hotel of The Automobile Club of America. For information address

OSCAR O. KRAUSE, Proprietor, Ellenville, N. Y.

down, over RR. track (11.3 m); at foot of hill, again cross RR. (12 m), running straight ahead into Wurtsboro. [Running directions and distances beyond Wurtsboro in the main correct, but not specific at all points.]

Continue through to right-hand road on western edge of town, turning right (12.8 m) at hotel; thence on main-traveled road up the west side of valley, crossing main line O. & W. RR. (16.5 m) into Summitville (16.7 m). Cross Kingston branch of same RR. leaving town and again (17.6 m) into Phillipsport (18.1 m); go through, following main-traveled road past Spring Glen (20.1 m) into

24.6 24.6 **ELLENVILLE, Wayside Inn.**

State road balance of way to Kingston.

Straight ahead up the valley, crossing bridge (26.4 m) and passing through Napanoch (27 m) and Wawarsing (28.3 m); continue past Kerhonkson (31.8 m) and through Accord (36.5 m), Stone Ridge (42.4 m) and Marbletown (45 m), turning right across RR. (49.2 m) at Hurley. Turn next left (49.4 m) same thorofare becoming Hurley Ave., Kingston; at end of same (51.7 m), bear right on Washington St. and turn next left on North Front St. to Clinton St. (52 m).

[Kingston is a wide-spreading city, with best ways from this point depending largely upon next destination; a glance at the local map, page 381, may save time and distance.] Turn right on Clinton Ave. to St. James St. (52.4 m), turning left to Broadway (52.5 m); turn right on Broadway, crossing RR. tracks (53 m) to

53.1 28.5 **KINGSTON, City Hall, Broadway.**

Wyltwyck Inn, 40 Main St.

Eagle Hotel, Main St.

Central Garage, 521 Broadway.

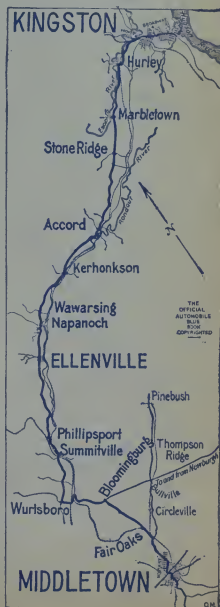
Kingston Garage (James Millard & Sons), 510 Broadway.

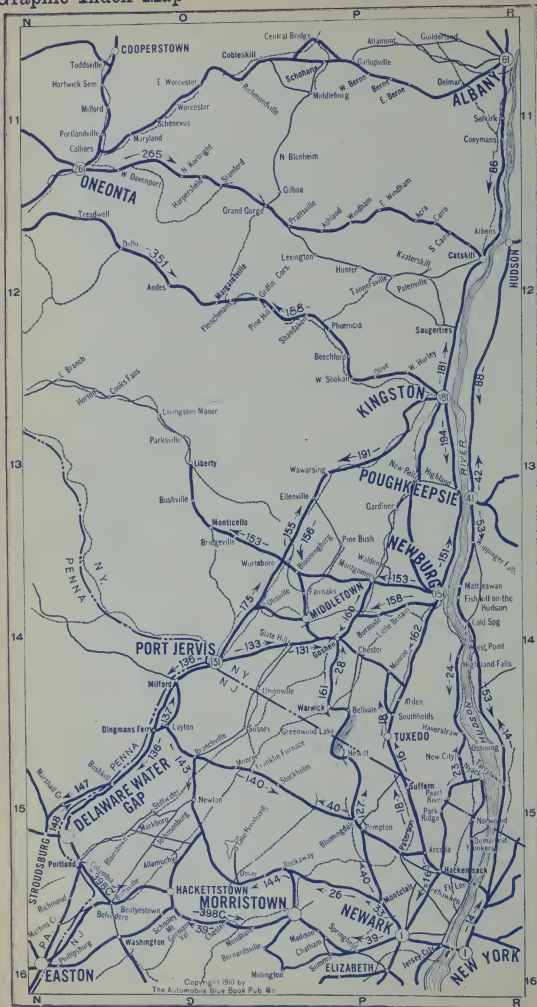
Eagle Garage, adjoining Eagle Hotel.

For city map and points of interest, see Kingston Section, page 359.

For diverging routes, see Index map Kingston Section, page 358.

For through connections, see Trunk-line Index map, page 1B.





KINGSTON GRAPHIC INDEX MAP

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1

KINGSTON, N. Y., SECTION

ROUTES 181 TO 200.

Route 181—Kingston to Albany, N. Y.—59.2 m.

Reverse route, No. 86

Main-traveled road along the upper west side of the Hudson River, through Saugerties, Catskill, Athens, Coxsackie, Ravena and Coeymans, entering Albany by South Pearl St. to State St. A picturesque and interesting trip; some unimproved stretches, with occasional waterbars on the grades.

Though not nearly as much traveled as the corresponding east side route, this line is being gradually improved (especially by the building of new State Road on the upper end), and for most of the way it is fully as good as the other side. It is closer to the river than the east side route, with many fine views; grades numerous and frequently steep but mostly short.

(For connection from the Rhinecliff-Rondout ferry to the start of this route—about one mile from the river front—see Kingston map, page 359.)

MILEAGES

Total Intermediate

0.0 0.0 **KINGSTON**, upper Broadway at Albany Ave.

Start N. E. on Albany Ave., crossing bridge over RR. (1-10 m); thence on fine wide macadam, crossing RR. (grade—2.2 m). Curve right with State macadam (4.1 m), running direct through hamlet of Glenerie (6.7 m); hotel and pump in fork (8.4 m), keep left on main road, reaching end of good macadam (10.1 m—1908).

Coming to 4-corners (10.4 m—immediately after passing brick entrance to private estate), turn left, bearing right at church (10.5 m); thence straight ahead (**caution**) to end of road (10.6 m). Again turn left, downgrade across iron bridge (Esopus Creek—10.8 m), turning right (10.9 m) into Partition St., Saugerties. Continue direct up 8% grade to intersection at right angles of Main St. (hotels on opposite corners); turn right (east) on Main St.

KINGSTON GARAGE,

510-516 Broadway

JAMES MILLARD & SON

KINGSTON, N. Y.

Opp. new P. O.

STORAGE**REPAIRS****SUPPLIES**

A Full Line of CASINGS and TUBES

WILTWYCK INN

40 Main Street

KINGSTON, N. Y.

Dining Room—Service a la Carte

Noted for Good Food and Home Cooking
ConfectioneryLarge Assortment of
Open Sundays**O. M. KENNEDY**H. R. TEL. 219 W
HOME TEL. 458 L**J. J. DAVIS, JR.****Central Garage**521 and 523 Broadway
KINGSTON, N. Y.Agents for Reo, Premier, Speedwell, Marion,
Overland Cars, Oldsmobile**SUPPLIES AND REPAIRS
OF ALL KINDS.**

11.3 11.3 **SAUGERTIES**, Main & Partition Sts.

Follow Main St. past Saugerties High School (on right—11.5 m) to end of street (11.8 m); turn 90° left, straight ahead across iron bridge (12.1 m) to fork (12.6 m). Take left (sign, "Catskill"), straight ahead through Malden 4-corners (13.4 m); cross bridge over RR. (13.9 m) to hamlet of Evesport (country store in front—14.5 m).

Curve left to end of road (15 m), turning right to fork at hamlet of West Camp (15.2 m); here keep left along RR. up 10% grade (15.9 m)—**caution** for right turn over bad RR. crossing and immediately left at Cementon (16.1 m). Avoid left fork over RR. (16.8 m)—**caution** for left turn under RR. (17.1 m) and immediately right; thence direct past Alsen station (cement works on right—17.5 m).

Continue on main-traveled road (rolling grades with frequent fine views) to fork (21.9 m); here (leaving road to Kaaterskill nearly straight ahead), curve right down-grade. Cross bridge over RR. (22.2 m), keeping straight through diagonal cross-road (22.5 m); descend 8%-10% grade, crossing red iron bridge over Catskill Creek (23.1 m) and narrow gauge RR. track (23.2 m) to intersection of Main St., (City map, page 383).

23.3 12 **CATSKILL**, Bridge & Main Sts.

Grant House, Jefferson Heights (Catskill village).

Continue straight, across Main St.—stone block pavement—up 12% grade, passing red brick church on left (23.5 m), at next corner turn 90° left on Spring St., without turns to central 4-corners, Athens (28 m). Here (hotel on right), turn 90° right one block and next left (28.1 m), running straight ahead through prominent cross-road (28.3 m) and past left fork (28.8 m).

Cross narrow gauge RR. track (29 m) and small bridge (29.2 m), thence straight ahead on main-traveled road to branch road (32.2 m). Turn right (avoiding right-hand road just after the turn) to fork (34.1 m—just before entering Coxsackie); here take right, downgrade to pump in street at

34.6 11.3 **COXSACKIE**.

Curve left (past right-hand road leading down to river); at fork just beyond (34.7 m) keep left upgrade, following main road over RR. tracks at West Coxsackie station (35.8 m). 7-10 mile beyond (36.5 m) cross weak

The Gateway of the Catskills

May 30th to October 15th

THE GRANT HOUSE, Jefferson Heights, Catskill, N. Y.

This Celebrated Summer Resort is situated 2 miles from the Hudson River, 35 miles south from Albany, 21 miles north of Kingston, 42 miles east from Stamford, N. Y., 35 miles west of Great Barrington, Mass. When on east bank of the Hudson River, ferry at Greendale for Catskill.

LOCAL NEW STATE ROADS NOW COMPLETED

Excellent cuisine and service, all modern improvements. Accommodates 300.

Garage, Gasoline and Oil**Grant & Cornell, Props. and Mgrs.**

Note—Ferry at Greendale, directly opp. Catskill, will run at any time for accommodation of Autos.

Route 183

Kingston, N. Y., Section

wood bridge, taking right fork immediately beyond (sign, "Ravenna," "Albany").

At fork (40.7 m) keep right with telegraph poles, and left with poles (41.2 m); cross small wood bridge (42.3 m) and RR. (bad grade—42.7 m) to end of road (42.8 m). Turn left, crossing RR. bridge (42.9 m); immediately beyond take right fork, direct into village of Ravenna. Continue under RR. near Ravenna station (44.9 m), taking left fork (45.4 m); thence down grade (45.6 m) to intersection of the main street of Coeymans (45.8 m).

Turn left, curving right (dangerous at speed) over iron bridge (46.1 m); thence upgrade on State macadam, which continues to Albany. Pass through hamlet of Cedar Hill (51.3 m), descending grade with bad, narrow bridge at foot (51.6 m). Cross bridge over RR. (55.2 m), curving right across bridge over Normans Kill Creek (57 m) into village of Kenwood. Picking up trolleys at this point, follow same under RR. tracks (57.2 m), same thoro-fare becoming S. Pearl St. to intersection of State St.

59.2 24.6 **ALBANY**, State & Pearl Sts., about midway between State Capitol and lower business center.

Ten Eyck, State St. near Capitol.

The Kenmore, North Pearl St., near State.

Albany Garage Co., 30 Howard St.

Taylor Automobile Co., 35 Orange St.

Ketchum's Garage, Washington Ave. & Northern Boulevard.

For city map and points of interest, see Albany-Troy Section, page 213.

For diverging routes, see Index map, Albany-Troy Section, page 211.

For through connections, see Trunk-line Index map, page 1B.

Route 183—Catskill to Oneonta, N. Y.—76.7 m.

Route map, page 364.

Reverse route, No. 265.

Through line (upper route) across the Catskill Mountains via Cairo, Windham, Grand Gorge, Stamford and the Davenports. Mostly good dirt road throughout; relatively few grades (for mountainous country)—none really difficult; telephone wires nearly all the way.

(For this and optional exits, see small diagram of Catskill, page 364.)

MILEAGES
Total Intermediate

0.0 0.0 **CATSKILL**, Main & Bridge Sts.

Start north on Bridge St.—brick and stone pavement—following trolleys under RR. trestle (0.6 m); thence on macadam—direct but frequent curves—to end of car-line at Leeds (3.7 m). Continue straight ahead across stone bridge, keeping left on macadam at fork (5.3 m) over RR. track (5.4 m); caution for bad RR. crossing (6.4 m), thence good dirt surface along Catskill Creek. Keep right on main road at fork (7.6 m—sign, "Cairo") up gradual 6% grade, crossing RR. (8.9 m) into

9.6 9.6 **CAIRO**, center of town.

Run through, bearing left at old-fashioned house in fork (9.8 m), across iron bridge (9.9 m); at fork (10 m), keep left upgrade, passing Fair Grounds (on right—10.3 m). Avoiding left fork (10.4 m), continue upgrade over small wood bridge (11.2 m); curve right at fork (11.4 m) through hamlet of Aera (12.7 m). Avoiding left fork (13.8 m), follow main road over several small bridges through hamlet of S. Durham (16.3 m); keep left on main road at fork (16.9 m), winding upgrade along gorge to

19.7 10.1 **EAST WINDHAM**. (One of the finest views in the Catskills).

Butts Hotel, at summit.

Direct through across several small bridges, descending long grade (25.1 m), over iron bridge (25.5 m) into Windham (25.7 m); thence along creek, passing all roads on right and left. Cross small iron bridges (28.2 m & 30.3 m) through hamlet of Ashland (30.8 m); cross another small iron bridge (32.7 m)—**caution** for sharp right turn (33.7 m), crossing small iron bridge (34 m) through hamlet of Red Falls (34.2 m). Pass reverse fork (on left—35.6 m—where the route from Saugerties joins); just beyond (35.7 m) pass Fair Grounds (on left), crossing iron bridge (36.5 m) through

BUTTS' HOTEL

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MAY 1
TO
NOV. 1



Special Attention to
Automobile Parties



Top of the Catskill
Mountains
Elevation 2,900
Feet



GARAGE
ATTACHED

John J. Barry, Proprietor

EAST WINDHAM GREEN COUNTY
NEW YORK





The REXMERE Stamford, New York

Finest Summer Hotel in Western Catskills
 Situated in the Beautiful Churchill Park, with Lakes, Forest, Tennis and Golf upon the Hotel Grounds. 40 Baths with rooms en suite. Passenger Elevator. Gas and Electricity for lighting.

A Fine Garage, with Supplies and Repair Shop Convenient
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 Booking Office—1180 Broadway, New York City Moffatt & Peck, Props.

S. I. BROWN, PROPRIETOR

CHAURCHILL HALL HOTEL HAMILTON

STAMFORD - IN - THE - CATSKILLS

36.7 17.0 PRATTSVILLE.

0.3 mile beyond the town (37. m) turn 90° left over iron bridge and immediately right (37.1 m) along Schoharie Creek; pass right-hand road (37.8 m), crossing small iron bridge. Immediately ascend 12% grade, crossing small wood bridge (39.6 m); thence direct on main road (numerous fine views), curving right into

41.8 5.1 GRAND GORGE.

(For route through Roxbury to Arkville and Margaretville, on the Kingston-Binghamton line, see map, page 364.)

Cross small iron bridge (42.4 m), keeping right on main road at fork (42.7 m), crossing RR. (42.9 m); keep right on main road also at fork (44.7 m), straight ahead upgrade (46.7 m). Continue through tollgate (48.2 m—no toll), passing roads on right and left; caution for RR. crossing (49.3 m), direct into

49.6 7.8 STAMFORD, P. O. on right. Churchill Hall, Hotel Hamilton.

For The REXMERE, descend grade; then straight ahead upgrade on Main St. to the hotel.

Continue downgrade to fork (49.9 m), bearing left on Harper St.; pass small lake (on right—50.3 m), ascending and descending gradual grades for several miles. Straight ahead on main road at fork (52.2 m), through second tollgate (53.8 m—no toll), downgrade through prominent 4-corners (54.2 m).

Direct through Harpersfield (55.9 m), avoiding left fork (56.3 m); keep right on main road at fork (57.5 m), winding through woods. Cross bridge (58.5 m), curving left upgrade; keep left on main road at fork just beyond (58.6 m), crossing small iron bridge (59.8 m). At fork (61.1 m) bear left over another small bridge through Davenport (63.8 m)—caution for RR. crossing (68.3 m); at fork just beyond, bear right, through covered bridge (69 m).

Several dangerous grade crossings next 6 miles, particularly during the frequent summer train service.

Cross RRs. (69.4 m & 69.7 m), curving right at white church (70.7 m) through prominent 4-corners (70.9 m); cross RRs. (71.1 m, 71.3 m & 71.8 m). 1.2 miles beyond

A. M. BUTTS.

Bell 'Phone 683, Home 'Phone 86 F.

A. A. A. Station

BUTTS' FIREPROOF GARAGE

Auto Supplies, Auto Repairing, Motor Cycles, Bicycles, Sporting Goods, Wagons, Sleighs, Robes, Harness, Blankets, Fur Coats, Elmore, Oakland, Oldsmobile agency.

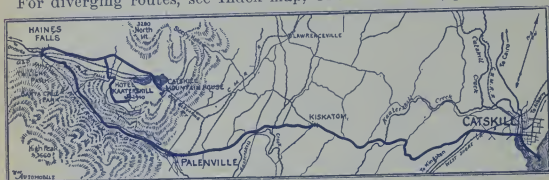
Finest Garage Between Albany and Binghamton

240-246 MAIN ST.**ONEONTA, N. Y.**

(73 m), again cross RR., descending grade to iron bridge Susquehanna River—73.5 m); cross RR. (dangerous grade—73.7 m) to end of road (74 m). Turn 90° left on State macadam, picking up car-tracks (75.4 m); follow trolleys on poorer road to brick pavement (76.1 m), thence direct on Main St. to business center of

76.7 27.1 **ONEONTA**, Main & Chestnut Sts. (City map, page 464.)
Butts' Fire-proof Garage, 240 Main St.

For diverging routes, see Index map, Oneonta Section, page 463.



Route 184—Catskill to Hotel Kaaterskill and Catskill Mt. House.

These hotels—which stand also for the immediate localities in which they are situated—though not more than 9 miles from Catskill, and both of them in sight as one travels up or down the Hudson River, are reached only by a roundabout trip of about 16 miles over the route shown in the accompanying sketch. Both are located more than 2,000 feet above sea level, a rise which the Otis Elevated Railway overcomes for those who come by train, but which the automobile must overcome by a much longer journey.

This route is not revised for 1910.

Leaving Catskill, take Main St., from boat landing or from business center to left turn into Bridge St., crossing Catskill Mountain RR. tracks and bridge over Catskill Creek. Straight ahead over West Shore RR. tracks, taking right fork just beyond, keeping main road westerly to Kiskatom (6 m) and

PALENVILLE. Pine Grove House.

10 miles from Catskill

Continue through Palenville, bearing gradually right into and through the Kaaterskill Clove to Haines Corners (13 m from Catskill). The last mile of the "Clove" is steep, but much better than any other way up the east side of the Mountains in this vicinity. Turn right at Haines Corners; at prominent fork $1\frac{1}{2}$ miles beyond, right turn leads to **Hotel Kaaterskill** (16 m from Catskill), while the main road followed by a right turn just beyond, leads to the Catskill Mountain House (16 m from Catskill).

These roundabout routes will be found practicable for automobiles of medium and high power, but the old Catskill Mountain road, and also the private road from Palenville up to the **Hotel Kaaterskill** are much too steep for use under ordinary circumstances.

Route 186—Kingston to Utica, N. Y.—153.1 m.

Route map, page 358.

Reverse route, No. 253.

Mostly fair to poor dirt road after leaving Saugerties; one very steep ascent up the Catskill Mountains beyond Palenville; not recommended, except for very high-powered cars.

MILEAGES (For this and optional exits, see Kingston city map, page 359.)
 Total Intermediate

0.0	0.0	KINGSTON , Upper Broadway & Albany Ave. Follow directions in Route 181 to
11.3	11.3	SAUGERTIES , Main & Partition Sts. Exchange Hotel ahead on left. Turn square left on Main St.
11.4	0.1	Right-hand street; stone fountain; turn square right on Market St. and next left on Ulster St.
11.7	0.3	Concrete watering trough in fork, station on right; caution for sharp right and left curves (12.5 m).
12.6	0.9	4-corners; turn square right on good dirt road; pass red schoolhouse (on left—13.4 m).
14.6	2.0	4-corners at hotel (on right); turn left upgrade on winding road into
16.0	1.4	QUARRYVILLE . Straight ahead across long wooden bridge.
16.2	0.2	End of road; turn right.
18.0	1.8	End of road; turn square right, avoiding right fork (19.4 m)
21.5	3.5	PALENVILLE . Pine Grove House; bear slightly right and begin long and very steep dangerous ascent up mountain. Use care to see that brakes are in perfect order. At top of hill (25.0 m)—fine view looking back—run straight ahead through
25.2	3.7	HAINES FALLS . P. O. on left; straight ahead across 2 RRs. and iron bridge (25.3 m), avoiding right-hand road just beyond.
27.0	1.8	Fork in front of P. O. Keep right into
27.3	0.3	TANNERSVILLE . Irregular 4-corners at iron watering trough; straight through, past Hotel Martin ; good direct stone road into
32.2	4.9	HUNTER . P. O. on left; straight through
33.1	0.9	Fork; keep left on direct road along stream into

**CATSKILL
MOUNTAINS**

Pine Grove House and well-equipped
GARAGE

Palenville, Greene Co., N. Y. On main road from Catskill or Saugerties to the mountain top. Favorably located for day's trips through the mountains. Good accommodations for tourists.
Only Garage in vicinity.

CORNELIUS DU BOIS, Prop

Hotel Martin Tannersville, N. Y.

"Amid the Catskill's Favorite Scenery"

"The Land of Rip Van Winkle"

Fine Roads, Good Automobiling

W. B. Martin, Prop.

Hotel Baker

A Modern Hotel
Middleburgh, N. Y.

J. L. BAKER, PROPRIETOR

Special attention to Tourists and Automobile Parties.

- 42.8 9.7 **LEXINGTON.** 3-corners; hotel ahead on left. Bear right along stream—**caution** for narrow stretch (45.2 m).
- 46.9 4.1 End of road; turn right across iron bridge, curving left into
- 48.1 1.2 **PRATTSVILLE.** Wooden church on right at 4-corners; straight through village on good dirt road. Caution for sharp left turn across iron bridge (53.5 m). Avoid right-hand road just beyond—road very narrow and dangerous.
- 54.6 6.5 **GILBOA.** Fork just beyond hotel on right; bear left down grade.
- 54.8 0.2 3-corners; curve left across long iron bridge and immediately right at 4-corners beyond. Cross small wooden bridge. (Straight ahead leads to Grand Gorge.) Follow narrow, winding and rough road along stream
- 56.9 2.1 Fork; bear right up long steep grade, past white school-house (on right—58.1 m).
- 58.3 1.4 Left-hand road; turn left and curve right across iron bridge; **caution** for sharp left curve beyond (58.6 m). Follow narrow, rough and hilly road through covered bridge (62.1 m) into
- 62.3 4.0 **BLLENHEIM.** Straight through past 2 churches (on left); **caution** for sharp right curve across iron bridge and through covered bridge (63.1 m).
- 63.2 0.9 End of road; turn square left across small bridge—rough dirt road. **Caution** for very narrow, dangerous stretch (65.5 m) along cliff for $\frac{1}{4}$ -mile—no passing.
- 65.6 2.4 End of road; turn square left and immediately curve right. Cross iron bridge (67.5 m) into
- 67.6 2.0 **BREAKABEEN.** 3-corners in front of hotel; bear left. **Caution** for sharp left turn across long iron bridge over Schoharie River (68.5 m).
- 69.1 1.5 Left-hand road; turn square left and keep right across iron bridge (69.2 m) on narrow dirt road along hillside, crossing iron bridge (71.1 m) into
- 71.4 2.3 **FULTONHAM,** P. O. on left.
- 74.7 3.3 Right-hand road; turn right across small iron bridge (75.0 m). **Caution** for sharp right curve (75.4 m) to prominent right-hand road in outskirts of
- 75.8 1.1 **MIDDLEBURG.** Keep straight ahead—right leads across iron bridge into village and **Hotel Baker.** Follow stretch of stone road upgrade along stream.
- 78.5 2.7 Fork just beyond small white store (on right). Bear right (not square right) across small iron bridge; ascend long steep hill with fine view looking back.

- 81.8 3.3 **EAST COBLESKILL.** Bear slightly left through village.
- 83.3 1.5 Fork; bear left with poles, ignoring sign on right "To Cobleskill." Pass Mineral Springs P. O. (on left—85.2 m).
- 86.8 3.5 Prominent right-hand road; turn square right with light telephone line, downgrade through covered bridge (87.1 m) and cross RR.
- 87.4 0.6 **COBLESKILL.** 5-corners; park on left; intersection of Main St. Straight through, shortly ascending hill.
- 89.5 2.1 Park in front; bear right past white schoolhouse and brick church.
- 89.6 0.1 **LAWYERSVILLE.** End of road; turn square right past white church (on left—89.7 m).
- 90.5 0.9 Prominent fork; bear left upgrade with poles.
- 91.6 1.1 End of road at red barn (on right); turn square left with poles, avoiding left-hand road.
- 92.2 0.6 Fork; bear right with poles.
- 93.2 1.0 3-corners; bear right with poles downgrade.
- 94.0 0.8 Branch road; turn left with poles up slight grade into
- 94.8 0.8 **SHARON HILLS.** End of road at blacksmith shop; bear left with poles through village into
- 97.9 3.1 **SHARON.** Store on right; at irregular 4-corners; straight through with poles.
- 99.8 1.9 4-corners; hotel ahead on right. Turn square right down steep grade into
- 100.3 0.5 **SHARON SPRINGS, Mansion House** on left.
Pavilion Hotel over to right. Straight through village, shortly descending steep grade through gorge.
- 102.6 2.3 3-corners; curve right onto macadam, avoiding right fork just beyond (102.8 m). Ascend long hill on fine macadam.
- 104.0 1.4 **AMES.** P. O. on right at 4-corners; straight through across double iron bridges.
- 104.8 0.8 3-corners; curve right on macadam and follow poles on winding road. Descend steep grade (109.7 m) coming into Read St.
- 110.2 5.4 4-corners; turn right on Otsego St., still downgrade to next diagonal 4-corners.
- 110.3 0.1 Turn right on Wheeler St. downgrade into
- 110.5 0.2 **CANAJOHARIE, Hotel Wagner** on left. Straight through across RR.; station over to left (110.6 m). Cross canal bridge and long iron bridge over Hudson River into
- 111.0 0.5 **PALATINE BRIDGE.** End of road at P. O. Turn square left and follow directions in Route 77 to
- 153.1 **UTICA.**

Baggs Hotel, Baggs Square.

St. James Hotel, Whitesboro St., near Genesee St.

Westcott Garage Co., Cornelia & Cooper Sts.

Bender Garage Co., Park Ave. & Elizabeth St.

For city map, see Utica Section, page 434.

For diverging routes, see Index map, Utica Section, page 433.

Route 188

Kingston, N. Y., Section
Route 188—Kingston to Binghamton, N. Y.—140.9 m.

Route map, page 358

Reverse route, No. 351

One of the two main trunk lines across the Catskills, usually known as the "Southern route," via Phoenicia, Pine Hill, Delhi and Unadilla. Hilly, with fair dirt roads and several stretches of macadam.

(For this and optional exits, see Kingston city map, page 359.)

0.0 0.0 **KINGSTON**, City Hall, center of city.

Start north on Broadway, crossing RR. tracks (0.1 m) to St. James St. (0.6 m); here turn left and 0.1 mile beyond turn right on Clinton St. to end of same at N. Front St. (1.1 m). Turn left on N. Front St. to end of same (1.4 m), where turn right on Washington Ave., crossing RR. tracks (1.7 m) and Esopus Creek (1.8 m). Follow main highway (old flag-stone stage road—deep worn ruts), past toll-gate (3.3 m); cross RR. tracks (5.8 m) and RR. tracks again (6.9 m & 7.1 m), through

7.2 7.2 **WEST HURLEY**.

$\frac{1}{2}$ -mile beyond (7.9 m), take right fork, crossing RR. tracks at Olive Branch (10.6 m); keep main thorofare through Skokan (15.4 m), avoiding road to left across bridge (15.6 m). Continue along right side of creek—**caution** for sharp right curve (17.1 m), then straight through Beechford (19.1 m). Do not cross river, but keep on right side of same, running onto macadam (19.7 m—fall 1908), through Mount Pleasant (21.1 m) to irregular 4-corners just beyond (21.4 m).

Here bear left across small bridge, still keeping on the right side of Esopus Creek, paralleling same across RR. tracks at Phoenicia (25.1 m). Avoid right fork at this point bearing left across small creek, and paralleling Esopus Creek again through Allaben (29.5 m), to fork at Shandaken (31. m—hotel on right). Here take left fork, and keep main thorofare to

36.6 29.4 **PINE HILL**, Avon Inn.

At fork western edge of village—watering trough in center—bear right and take first left—the middle road—up steep hill, past Highmont station on left—(38 m);

AVON INN Pine Hill, N. Y. Catskill Mountains

OPEN ALL YEAR

Homelike Hotel for Automobile Tourists

Steam heat, hot and cold water, baths and gas

PLANK STEAK AND SHELL FISH DINNERS AT SHORT NOTICE

AMERICAN PLAN

Garage and Automobile Supplies

Rates, \$2.00 and \$2.50 Per Day

J. S. PESSENER, Prop.

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TELEPHONE 3 Y 1 PINE HILL

THE GRAND HOTEL

OPENS JUNE 25th

(R. R. Station) GRAND HOTEL STA., N. Y.

(Post Office) HIGHMOUNT, N. Y.



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THE LEADING HOTEL IN THE CATSKILL MOUNTAINS

ROUTE: New York, Yonkers, Dobbs Ferry, Tarrytown, Ossining (33 m.), Peekskill (44 m.), Garrison, Poughkeepsie (76 m.). Staatsburg, Rhinebeck (92 m.) West to Rhinecliff, Ferry to Kingston (if running up the West side of the Hudson, drive to Sleighsburg and cross ferry to Kingston) thence via West Hurley and State Road through the Picturesque Shandaken Valley. Big Indian and Pine Hill to the grand summit between the counties of Ulster and Delaware, over 2,000 feet above the sea, and you are at the Grand Hotel.

POCANTICO INN, MARGARETVILLE, N. Y. IN THE CATSKILL MOUNTAINS

A most delightful and convenient stop over night in traveling either east or west. Garage Connected. H. H. POWELL, Proprietor

Grand Hotel on right. Continue west down bad, long, steep grade to Griffins (39.9 m), running onto State Road (39.9 m—fall, 1908); follow same through Fleischmanns, and curve left across RR. tracks at Arkville (45 m).

Cross covered wood bridge just beyond—State Macadam ends at Wanda station (46.1 m—fall 1908). Avoiding left fork uphill just beyond, continue across RR. tracks, and through covered wooden bridge (46.5 m) to end of road at center of

46.6 10.0 **MARGARETVILLE, Pocantico Inn, to the left.**

Turn 90° left through Margaretville, and follow main thorofare through covered wooden bridge at Dunraven (50.2 m). Avoiding road to the right (51.2 m—creamery on right), continue over several steep hills through Andes (57.9 m—caution for bad downgrade with several water-bars—61.4 m).

Continue through 4-corners (62.9 m) and through small settlement (64.1 m); 5 miles beyond avoid left fork down

HOTEL KINGSTON, Delaware Co., Delhi, N. Y.

Steam Heat. Electric Lights. Rooms with Running Water, Hot and Cold.
Rooms with Private Baths. Headquarters for Touring Parties. Good Garage.

MISS B. HILL, Manager

T. D. KINGSTON, Proprietor

hill by keeping right to Kingston St. on left at foot of grade (70.4 m). Here turn left and cross two iron bridges to end of street, center of

70.5 23.9 **DELHI, Hotel Kingston.**

Turn left on Main St., and short distance beyond turn right on Franklin St.; $\frac{1}{2}$ -mile out keep left fork (72 m). 3 miles beyond keep left fork again, passing small lake on right to fork (76.5 m); bear left and avoid road to right across wooden bridge (78.5 m) by keeping left—straight ahead through 4-corners at Treadwell (81.1 m).

At triple fork (81.5 m), keep the middle road and continue to fork just after crossing small bridge (89.5 m). Bear right—**caution** for bad bridge at foot of grade (91.2 m), passing saw-mill on right (93.3 m), then straight ahead across iron bridge (96.3 m). Here turn left, running between RR. tracks and river, past **Hotel Bishop** on right (97.1 m) to center of

97.4 26.9 **UNADILLA, Unadilla House; Hotel Bishop.**

Keep main thorofare through town, across RR. tracks (97.8 m); avoid all right and left turns—**caution** for sharp right curve (102 m). Cross RR. tracks (102.5 m) to end of road (102.9 m); turn 90° left and avoid right fork after crossing small bridge (103 m), again across RR. track (105.5 m), straight through

107.6 10.2 **BAINBRIDGE.**

Cross RR. tracks (108.2 m), passing small lake on right (112.5 m), again running over RR. tracks immediately beyond. Cross iron bridge (113.1 m), passing under RR. shortly beyond, direct through Afton (113.5 m). **Caution** for bad right and left curves (116 m), crossing RR. tracks (116.2 m), thence direct through Ninevah (118.8 m). Cross iron bridge (119.6 m), and about $\frac{1}{2}$ -mile beyond bear right under RR. tracks (120 m); bear left and follow main thorofare to diagonal 4-corners, center of

120.5 12.9 **HARPURSVILLE.**

See page 14



Turn sharp right and after crossing second iron bridge (122.8 m), keep left fork to Belden (124.1 m—small settlement). Bear left uphill, running onto State macadam (125.6 m); follow same across RR. tracks (127.9 m) and over RR. tracks again at Sanitaria Springs (130.2 m). Recross same (130.7 m), keeping right at fork (132 m), direct through 4-corners, center of

133.6 13.1 **PORT CRANE.**

Shortly beyond curve left and follow along left side of Chenango River, running under RR. tracks (135.8 m)—**caution** for sharp left and right curves just beyond. Pick up trolleys (138 m), and follow them on Chenango St., crossing long viaduct over RR. (140.5 m) to Court House, center of

140.9 7.3 **BINGHAMTON**, Chenango & Court Sts.

The Bennett, State, Washington & Henry Sts.

The Arlington, Chenango & Lewis Sts., opposite RR. stations.

Binghamton Motor Car Co., 172 State St.

For city map, see Binghamton Section, page 551.

For diverging routes, see Index map, Binghamton Section, page 553.

For through connections, see Trunk-line Index map, page 1B.

Route 189—Saugerties to Phoenicia—27 m.

A middle route into the Catskill Mountains; general directions and approximate distance only; this route not revised for 1910.

Saugerites, twelve miles north of Kingston on the direct west side route to Albany, is an entirely different gateway into the Catskill Mountains from Kingston and Catskill, already given. This third route is in fact the shortest of the three from the Hudson River to a number of interior west side points. Saugerties is reached by macadam road from Kingston (see Kingston section, Route No. 2), or during navigation by direct boat from foot of Christopher St., New York.

From Main & Partition Sts., turn left one block on Main St., then right on Market St. two blocks. Then turn left (west) on direct State Road through Unionville (3.5 m) and Woodstock (10 m) to

BEARSVILLE—12.5 m from Saugerties.

The best road from Bearsville to Phoenicia is via Shady, Lake Hill, Willow, and The Corner. The map also shows a somewhat more direct line via Wittenburg, but it is not only rough for the first $2\frac{1}{4}$ miles, being hilly throughout and strewn in spots with quarry rubbish, chip-pings from blue stone, etc.

After crossing iron bridge at Bearsville, turn right, then straight ahead to shady (14.5 m); on along a portion of Lake Creek to Lake Hill (6.5 m). After passing P. O. go straight ahead (avoiding road to left 1-3 mile above P. O.), to Willow (19 m).

Here pass over wood bridge and turn left. After crossing iron bridge bear right, the road well defined from that point to The Corner; here bear right into State Road to

Route 191**PHOENICIA**—27 m from Saugerties.

The above is a winding route from end to end; from Bearsville to Shady the direction is northwest; Shady to Lake Hill and Willow, southwest; Willow to The Corner, southeast; The Corner to Phoenicia, northwest. At Phoenicia connection is made with No. 1 from Kingston, making a complete line between Saugerties and Delhi, Unadilla or Oneonta and points beyond.

Route 191—Kingston to Middletown, N. Y.—53.1 m.

Route map, page 357.

Reverse route, No. 175.

Via Hurley, *ELLENVILLE*, Summitville, Wurtsboro and Bloomingburg, entering Middletown by North St. State macadam a considerable part of the way; various grades.

For connection from the Rhinecliff-Rondout ferry to the start of this route—about one mile from the river front—see Kingston map, page 359.

MILEAGES
Total Intermediate

0.0 0.0

KINGSTON, City Hall, center of city.

Start north on Broadway, crossing RR. tracks (0.1 m) to St. James St. (0.6 m); here turn left and 1-10 mile beyond turn right on Clinton Ave., to end of same at N. Front St. (1.1 m). Turn left on N. Front St. to end of same (1.4 m), where turn right on Washington Ave.; at watering trough just beyond turn left on Hurley Ave., thence on macadam to Hurley (3.7 m).

Turn right, crossing RR. (3.9 m), thence on main road past church on right (avoiding right-hand turn at foot of hill below the church); continue on main road through Marbletown (8.1 m) and through Stone Ridge village (10.7 m), following State macadam through Accord (16.6 m), Kerhonkson (21.3 m), Wawarsing (24.8 m) and Nanpoch (26.1 m), crossing bridge into (26.7 m)

28.5 28.5 **ELLENVILLE**, Wayside Inn.

Go through, following valley past Spring Glen (33 m) and through Phillipsport (35 m), crossing Kingston branch O. & W. RR. leaving town (35.5 m) and again entering Summitville (36.4 m). Just beyond (36.6 m), cross main line, O. & W. RR., following main road down the valley to prominent 4-corners on the western edge of Wurtsboro (40.3 m); here turn 90° left, straight ahead through village of Wurtsboro.

Cross RR. (41.1 m) turning left again across RR. (41.8 m), curving right upgrade; then downgrade—waterbars—through tollgate (42.8 m—20c. toll); descend more grades, keeping right at fork (43.1 m) to Hotel Highview (43.7 m). Here turn left through Bloomingburg (44.9 m); continue across bridge (45.2 m), turning 90° right immediately beyond, straight ahead through crossroads (46.6 m).

Pass through tollgate (47.1 m—10c. toll), straight ahead with telegraph poles through hamlet of Fair Oaks

Kingston, N. Y., Section**Routes 192 and 194**

(48.6 m) cross RR. (49.1 m), through cross-roads (50.4 m) and through tollgate (51.4 m—10c toll). Picking up (51.9 m), leaving (52.4 m), and again picking up trolley (52.7 m), follow same into North St., Middletown; cross RR. (52.9 m) straight ahead to Franklin Sq., center of

53.1 24.6 **Middletown**, Franklin Sq., Main & North Sts.

Hotel Brown, James St.

For city map, see page 355.

Route 192—Kingston to Middletown, N. Y.—59 1-2 m.

Outline directions and approximate distances only.

For diverging routes see Index map, page 303.

MILEAGES
Total Intermediate

0.0 0.0 From Main St., upper Kingston (see city map), turn down Fair St., which keep to left turn into Henry St. After one block on Henry St., turn right down Wilbur Ave., two miles to Wilbur and over State road to Rifton (10 m). Instead of turning left (to Esopus and Newburgh), keep straight ahead on State Road to

16.0 16.0 **NEW PALTZ.**

George E. Johnston & Son, Garage.

Turn left and follow main road along the Wallkill Valley to Gardiner (22 m). Go direct through; a short distance beyond turn right across RR., gradually approaching Wallkill River, which follow into Wallkill (24 m), and to Walden (34 m). Bear right on Main St. across river, keeping on west side of same to

38.0 22.0 **MONTGOMERY.**

For continuation of this route to Goshen (for Middletown or Port Jervis) see Newburgh Section, route 158.

Route 194—Kingston to Newburgh, N. Y.—33.3 to 37.9 m.

Reverse route, No. 151.

Leaving Kingston via either (1) the Sleightsburg Ferry or via (2) Eddyville and New Salem to Port Ewen; thence down the middle west side of the Hudson River through Esopus, HIGHLAND (connection by ferry to Poughkeepsie) and Marlboro.

For this and optional exits, see Kingston city map, page 359.

There are two ways out of Kingston to Port Ewen (1) via Sleightsburg Ferry—2.5 miles, and (2) via Eddyville and New Salem—7.1 miles; the shorter way is direct but must cross a ferry, while the longer way has many turns but avoids the ferry. It is about an even thing in time; we give first the Sleightsburg ferry route, appending running directions and odometer mileages of the longer way around for use as desired.

MILEAGES
Total Intermediate

(Mostly fair-to-good dirt road—some macadam; numerous grades and frequent sharp curves.)

0.0 0.0 **KINGSTON**, City Hall, Broadway & Prince Sts.

Start down Broadway with trolleys, which follow around sharp right curve (0.7 m); just beyond—0.8 m, to avoid very steep downgrade on lower Broadway—leave car-tracks to left, keeping right on McEntee St. 0.1 mile only to brick building at head of Wurts St. (0.9 m). Turn left down Wurts St. to end of same at Abeel St. (1.3 m); turn left on Abeel St. one long block to Broadway (1.4 m).

H. R. Tel. 76

The Best Place to Stop Over Night

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NEWBURGH AUTO SHOP**YOUNGS & CO., Inc., Props.**LOZIER, WINTON, HAYNES, BUICK. STORAGE, RENTING and SUPPLIES.
REPAIRING A SPECIALTY. OPEN DAY AND NIGHT ALL THE YEAR.**249 GRAND STREET, : : NEWBURGH, N. Y.**

Picking up trolleys at this point, turn down Broadway to the Strand (1.5 m); turn left one long block on the Strand and then right, direct to the Sleightsburg ferry (1.6 m). Cross Rondout Creek (25c), straight ahead on macadam up 10% grade, curving right (2.3 m) into

2.5. 2.5 **PORT EWEN.** (Route from Kingston via Eddyville and New Salem comes in from the right).

ALTERNATE, KINGSTON TO PORT EWEN VIA EDDYVILLE AND NEW SALEM (avoiding Sleightsburg ferry): Leaving the City Hall, Broadway and Prince St., start down Broadway with trolleys, which follow around sharp right curve (0.7 m); just beyond (0.8 m)—to avoid very steep downgrade on lower Broadway—leave car tracks to left, keeping right on McEntee St. 1.1 MILE ONLY to brick building at head of Wurts St. (0.9 m). Turn left down Wurts St. to end of same at Abeel St. (1.3 m); turn right on Abeel St., down long 8% grade (1.5 m), running under high railroad trestle (2.3 m) to road house in fork (3.7 m).

Curve left, through hamlet of Eddyville (4 m), crossing iron bridge over Rondout Creek (4.1 m) to fork or 3-corners (4.3 m); take left-hand road through New Salem (4.5 m), thence direct but various grades and frequent sharp curves. Cross RR. at Port Ewen station (6.1 m) to intersection of the short route from Kingston via Sleightsburg (7.1 m); turn right, setting odometer at 2.5 miles for correct mileages balance of way to Newburgh.

Direct through Port Ewen (coming via Sleightsburg ferry), following main road up and down grade through Ulster Park (6 m); pass Catholic school (on left—7.7 m), straight ahead through 4-corners at Esopus (8.4 m), curving left and right over small iron bridge (9.1 m). Pass all roads on right and left, slowing down for bad grade crossing (Gills Crossing—11 m); picking up trolley (from right—15.9 m), follow same, turning left with tracks (16.1 m), but taking care not to pass next right turn.

16.2 13.7 **HIGHLAND.** (For Poughkeepsie, follow trolley to Highland-on-River, and cross the Hudson by ferry).

Turn right (16.2 m), straight ahead on main road over RR. bridge (16.7 m), bearing left at yellow school (17.9 m) through hamlet of Milton (20.7 m); ascend and descend various grades, passing roads on right and left into

24.8 8.6 **MARLBORO,** center of town.

Go through, down 12% grade over stone bridge (25.6 m), following main road past cemetery (on left) to end of road (27.7 m); turn left past cemetery gate (27.8 m) through hamlet of Middle Hope (28.9 m). Keep right on main road at fork (29.7 m) to end of road by schoolhouse (30.7 m); turn left, direct to the "Balmville Tree" (large tree in cross-roads surrounded by iron fence—31 m).

Bear left 0.1 mile only to right-hand road (31.1 m), turning right into Grand Ave., Newburgh; at end of same

(32.2 m) turn left with trolley 0.1 mile only. Turn right (32.3 m) into Grand St., straight ahead one mile to intersection of Broadway, center of

33.3 8.5 **NEWBURGH**, Broadway & Grand St.

The Palatine, Grand & 3rd Sts.

Newburgh Auto Shop, 249 Grand St.

For city map, see Newburgh Section, page 331.

For diverging routes, see Index map, Newburgh Section, page 329.

For through connections, see Trunk-line Index map, page 1B.

Route 197—Kingston to Rhinecliff and Rhinebeck, N. Y.

Connecting with routes north and south on the east side of the Hudson River. For this route, as far as the Hudson River waterfront, see city map, page 359.

Automobile tours beginning at Kingston or routed through that city from the Catskill Mountains and west side points generally to Hudson, Albany, Poughkeepsie, may follow Route No. 2, toward Albany or Route No. 3 toward Newburgh. But the majority of trips cross the river from Rondout (Kingston-on-the-River) to Rhinecliff, and go 2½ miles inland to Rhinebeck. Through this place the north and south routes on the east side pass in both directions between Poughkeepsie and Albany.

MILEAGES

Total Intermediate

0.0 0.0 **KINGSTON**, City Hall, Broadway & Prince St.

Start down Broadway with trolleys, which follow around sharp right curve (0.7 m); just beyond—8-10 m, to avoid very steep down grade on lower Broadway—leave car-tracks to left, keeping right on McEntee St., 1-10 mile only to brick building at head of Wurts St. (0.9 m). Turn left down Wurts St. to end of same at Abeel St. (1.3 m); turn left on Abeel St. one block long to Broadway (1.4 m).

Picking up trolleys at this point, turn down Broadway to the Strand (1.5 m); turn left two blocks on the Strand to ferry (1.7 m), which cross to Rhinecliff. Straight up from ferry exit, past N. Y. Central station and bear left on main road to (city map, page 359).

4.0 4.0 **RHINEBECK**, Rhinebeck Hotel and Garage.

Turn right (down) to Staatsburg, Hyde Park and Poughkeepsie; turn left (up) for Hudson and Albany; see Index map, page 173.

The publishers of this volume realize that due to the fast changing road conditions route directions must necessarily need corrections each year. Although this company keeps four cars on the road for over six months of the year it is easier to make the needed changes and additions if we receive the co-operation of those interested in seeing that these improvements are made.

Things will come up on the road which might be forgotten if no memorandum is kept, therefore we ask all users of this volume to note corrections and send same to us at the first opportunity. Blank pages for memoranda in back of book.

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**UNITED STATES
HOTEL**

Saratoga Springs, N. Y.



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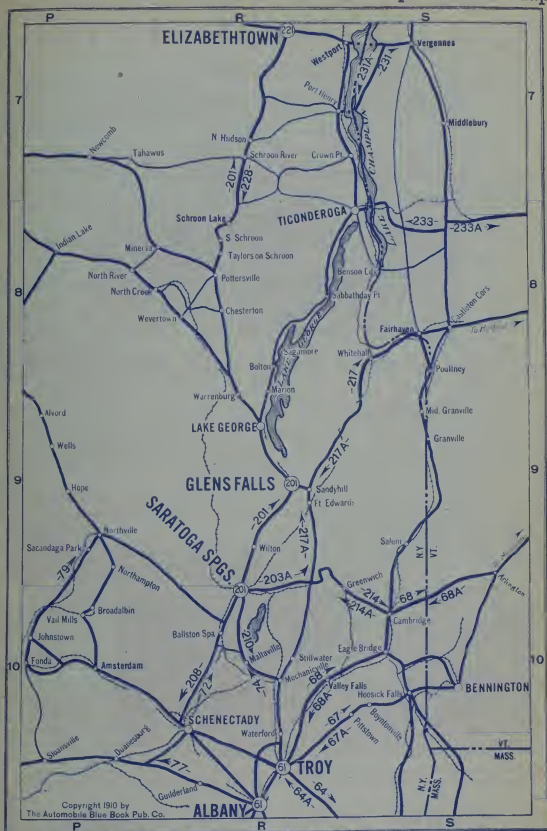
**Nine Hundred and Seventeen Rooms
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Brass Beds, Bath Rooms, public and private,
and two Passenger Elevators.

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GAGE & PERRY, Proprietors

BOSTON SYMPHONY ORCHESTRA



SARATOGA-GLENS FALLS GRAPHIC INDEX MAP

The numbers on the various routes refer to corresponding route numbers in this volume of the Blue Book, shown at the beginning of each route, and at the top of each page, in bold-face type. These numbers are not to be confused with the page numbers appearing at the bottom of the page in very small type.

The numbers within the circles indicate number of first routes under each section.

GRAND UNION HOTEL

SARATOGA SPRINGS, N. Y.



Largest Summer Resort Hotel in the World

Only Hotel in Saratoga Serving Meals a la Carte. Restaurant
Metropolitan in Appointment and Service

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UNDER THE SAME MANAGEMENT



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BROADWAY
GARAGE

Accommodation for
200 Machines

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N. Y.

United States Hotel Garage

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SARATOGA SPRINGS, N. Y.

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Glens Falls, N. Y.

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Northern New York with the best mechanics
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GLENS FALLS, N. Y.

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SARATOGA-GLENS FALLS, N. Y., SECTION.

ROUTES 201 TO 220.

Route 201 — Saratoga to Elizabethtown (Adirondacks),
N. Y.—97.3 m.

Reverse route, No. 228

Main route into the eastern Adirondacks via Warrensburg, Chestertown and Schroon Lake, connecting at Elizabethtown for (1) Plattsburgh, Rouses Point and Montreal, or for (2) Lake Placid, Saranac Lake, etc. State macadam to Lake George; mostly good dirt road but hilly, Lake George to Chestertown; variable (poor dirt to splendid macadam) Chestertown to Elizabethtown.

MILEAGES
Total Intermediate (For this and optional exits, see Saratoga City map, page 381.)

0.0 0.0 **SARATOGA**, Broadway & Lake Ave.

Start east on Lake Ave., turning first left (0.1 m) up Maple Ave. direct out over RR. track (0.5 m) to end of road (1.1 m); turn left, straight ahead 2 miles to fork (3.1 m), keeping to right on State macadam, which follow through irregular 4-corners at hamlet of Wilton (7.6 m). (Distance from fork 3.1 m to Wilton estimated during new construction fall 1908; in case of variation, adjust odometer to 7.6 m at Wilton for correct readings beyond.)

Straight ahead—winding curves (9.3 m) direct past pond on left (11.5 m, running along foothills (on left); pick up and follow trolleys on Saratoga Ave. to end of same at Main St., S. Glens Falls (18.2 m). Turn left, descending 8% grade to and across bridge over the Hudson River (18.7 m), thence straight ahead up 8% grade to center of



19.0 19.0 **GLENS FALLS**, Glen, Ridge & Warren Sts.

Rockwell House. Miller Bros. Garage Co., 12 Maple Ave. Empire Auto Co., Warren St.

Follow trolleys out Glen St., keeping to left of Soldiers' Monument in fork (19.1 m) onto fine wide macadam (19.8 m—1908); cross car-tracks (20.4 m), straight ahead

STOP AT HOTEL AMERICAN-ADELPHI

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ROOMS EN SUITE WITH BATHS

Convenient to Ketchum's Garage

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New Adirondack Hotel

Warrensburgh, N. Y.



Six Miles North of Lake George
Fifteen from Glens Falls . . .
MODERN CONVENIENCES

Fine GARAGE, Gasoline, Etc.
Automobile Parties Receive Special
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THE ONDAWA being situated at an elevation of 1,000 feet above tidewater and at the head of Schroon Lake, the sanitary arrangements are all first class in every particular. Steam heat, closet and bath, making the ONDAWA a modern hotel in every respect. The rooms are large, well ventilated, comfortably furnished throughout. Special attention given to automobilists. Garage in connection.



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CHESTER HOUSE

CHESTERTOWN,
N. Y.

OPEN ALL THE YEAR
HALF WAY BETWEEN SARATOGA AND ELIZABETHTOWN
GOOD DINNERS. FINE ACCOM-
MODATIONS OVER NIGHT
GARAGE, GASOLINE, OILS, ETC.
H. S. DOWNS, PROP.

where trolleys leave to right (20.7 m), down long easy grade (22.6 m) through hamlet of Frenchmont (24.4 m). **Caution** for several sharp curves along edge of picturesque ravine, crossing car-tracks (26.2 m); thence along precipice, crossing trolley again (27.4 m) to

28.2 9.2 LAKE GEORGE (Caldwell on old maps).

Straight ahead to prominent fork with signs (28.9 m), where—leaving road along Lake George to Marion, Bolton, etc., to right—take left, through tollgate (29.7 m—16c. toll) into woods—sharp left curve (32.6 m), and more beyond. Cross iron bridge (33.8 m), direct through Warrensburg (34.2 m) to fork upper edge of village (34.8 m), where take the right-hand road, up and down various grades, through 2nd tollgate (37.7 m—16c toll). At fork (38.3 m), take left—sign “Chester,” over narrow, winding road; pass ponds (on right, 43 m & 45.9 m), direct into

47.0 18.8 CHESTERTOWN, Chester House, on right.

When the Blue Book car covered this route the new State road along the western side of Loon Lake was nearly complete, but could not then be traveled; it will undoubtedly be in shape for use during 1910, cutting out a long, bad stretch above Chestertown on the old route. We give here outline directions and approximate distances for the new and better way, but would be glad to receive more specific information of the next 10 miles from some tourist making the run early in 1910.

Turn left at the Chester House, following main-traveled road to the lower edge of Loon Lake (49.3 m); continue nearly straight ahead, gradually bearing right across another branch of the lake (50.8 m). Turn right, straight ahead along the west side of the lake through Pottersville (55.9 m); pass Fair Grounds (on left—56.4 m) to fork (56.9 m), where keep to right on fine macadam along the lower west side of Schroon Lake, crossing stone bridge (59 m) to

59.7 12.7 TAYLORS-ON-SCHROON.

Direct—macadam alternating with dirt road—up and down various grades (fine views), slowing down for sharp right and left curves (61.9 m & 62 m); follow main road close to lake, crossing iron bridge (65.3 m) into village of

65.4 5.7 SCHROON LAKE, Ondawa House, on right; Leland House, by right turn 1-10 mile beyond.

Continue on main road up and down numerous grades—caution for descent to iron bridge (67.8 m). thence up—

DEER'S HEAD INN

IN THE ADIRONDACKS

ELIZABETHTOWN,

NEW YORK



☞ A thoroughly up-to-date hotel for people who desire the best.

☞ Rooms with Private Baths.

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Beautifully situated in private park. Cuisine and service the attractive features. Rooms en suite, with or without baths. Special attention given to Automobilists. New and up-to-date Garage. Rates and booklet on application.

ROBERTS BROS., Proprietors

grade; slow down for sharp left curve (69.4 m) and iron bridge (70 m), keeping left at fork immediately beyond. Cross iron bridge (73.1 m), down 15% grade (73.5 m) direct to fork (78.9 m), where take the left, downgrade over small iron bridge (79 m); pass roads on right and left, bearing right at fork (81.7 m)—**caution** for sharp left over iron bridge (82.9 m) and another sharp left (83.1 m).

Direct up short 12% grade (85.4 m), crossing small iron bridge at Underwood (85.6 m); pass Clubhouse (on right) to fork with large sign (86.9 m), where take the right-hand road—**caution** for bad left curve (88.2 m). Cross iron bridge (89.2 m), keeping good control down bad grade along ravine (89.4 m), with sharp left turn at bottom; pass "Hunters Home" (hotel on left—90.6 m) and cross iron bridge (93.5 m) into

97.3 31.9 **ELIZABETHTOWN, The Windsor**, on left—**Deers Head Inn**, on right. **Maplewood Inn**, across the bridge.

For Westport (where boat may be taken to ports on Lake Champlain), descend hill to village; turn right and follow direct road 8 miles.

For connecting routes, see Index map, Adirondack Section, page 407.

Route 203

Saratoga-Glens Falls, N. Y., Section

Route 203—Saratoga to Glens Falls (19 m) and Lake George, N. Y.

Out Maple Ave., thence on State Road through Wilton to GLENS FALLS and LAKE GEORGE, extended along the western shore of the lake to Marion, Bolton and Sagamore.

MILEAGES (For this and optional exits, see Saratoga city map, page 381.)
Total Intermediate

0.0 0.0 **SARATOGA**, Town Hall, Broadway & Lake Ave.

Follow directions in route 201 to

28.2 9.2 **LAKE GEORGE** (Caldwell on old maps). Distances approximate).

Keep to right around foot of Lake George (straight ahead leads to Warrensburg, Elizabethtown,, etc.) to western shore of same. Continue same road along Lake George through Marion (**Hotel Marion**) and Bolton to

SAGAMORE 22½ miles from Glens Falls; 41 miles from Saratoga
The Sagamore.

Good roads to this point, but difficult from a short distance above. For Ticonderoga and Champlain points take boat (preferably from

The Sagamore Hotel ON LAKE GEORGE

The Most Beautiful Spot on the Lake. All roads lead to it.
Appointment for Automobiles.

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SAGAMORE, N. Y.



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GLENS FALLS, N. Y.

Saratoga-Glens Falls, N. Y., Section Routes 203 A and 204
Bolton Landing) to Baldwin, about 3 miles below Ticonderoga. Return to Glens Falls and Saratoga by same route, or take boat from Bolton Landing to Lake George, then State road to Glens Falls.

Special Note—Recent improvements have made the roads available for auto travel all the way up the west side of Lake George. See Sectional Index map, page 379.

Route No. 203A—Saratoga to Glens Falls via Schuylerville.

Alternate to No. 2 along the upper Hudson Valley, principally useful in planning round trips between Saratoga and Glens Falls-Lake George points. (This somewhat longer way to Schuylerville is much better than the direct main road which is clay and full of ruts for several miles.)

MILEAGES
Total Intermediate

0.0 0.0 **SARATOGA**, Town Hall, Broadway & Lake Ave.

Start east on Lake Ave.; $4\frac{1}{2}$ miles out, turn right at sign "1 mile to Stafford Bridge," which cross, and turn 90° left, following telegraph poles about 2 miles. Turn sharp right with poles (winding road) over bridge, down steep hill into Hudson Valley. Keep on with poles, past schoolhouse, bearing left; cross RR. over high bridge and turn sharp right, straight on into

13.5 13.5 **SCHUYLERVILLE.**

Schuylerville House.

For Fort Edward and Glens Falls, do not cross river at Schuylerville, but keep on west side of same to Northumberland ($15\frac{1}{2}$ miles from Saratoga), where cross river and keep to north to Fort Miller (on east side). Thence north through Moses Kill to Fort Edward ($26\frac{1}{2}$ miles); follow trolley from Fort Edward through Sandy Hill to

GLENS FALLS

$32\frac{1}{2}$ miles from Saratoga

Rockwell House.

Miller Bros. Garage Co., 12 Maple Ave.

Empire Automobile Co., Warren St.

For continuation of this route to Lake George and along the western side of the lake to Marion, Bolton and Sagamore, see Route No. 203.

Route 204—Saratoga to Sacandaga Park, N. Y.—36.5 m.

Route map, page 379.

Connecting route for the Adirondacks. Mostly good dirt road.

MILEAGES
Total Intermediate

0.0 0.0 **SARATOGA**, Town Hall, Broadway & Lake Ave. South on Broadway, past monument (on right—0.3 m) up slight grade.

0.5 -0.5 One block beyond top of grade bear diagonally right into Ballston Ave. Cross trolley (0.6 m) straight through 4-corners (0.8 m).

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New Haven, Conn.

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CAPABLE OF GREAT MILEAGE

Route 206

Saratoga-Glens Falls, N. Y., Section

- 2.0 1.5 Fork; curve right across RR.—caution.
- 2.3 0.3 Turn square left just beyond stone bridge, ascend slight grade, turning left over RR. bridge (4.6 m) and immediately right along tracks. Follow macadam across trolley (6.2 m).
- 6.4 4.1 **BALLSTON.** End of road near iron bridge; turn square right away from bridge into Milton Ave., across
- 6.5 0.1 Turn square left around Union Hotel into South St., becoming Maple Ave.
- 7.7 1.2 Fork at brick house on right; bear right with poles.
- 8.2 0.5 End of road; curve left with poles across long iron bridge over Kayanderossersass River.
- 9.2 1.0 End of road; turn right.
- 9.4 0.2 Turn next left beyond stone house on right.
- 11.4 2.0 Irregular 4-corners at pond on right; turn left, immediately curving right with poles.
- 13.8 2.4 End of road; turn right.
- 13.9 0.1 Turn next left with poles past red schoolhouse (on left—14.1 m) into
- 17.4 3.5 **GALWAY.** White church on left at 4-corners. Turn right with poles.
- 19.4 2.0 House with cobblestone pillars on right; turn left on winding, hilly road.
- 20.2 0.8 End of road at red barn on left; turn right.
- 20.5 0.3 3-corners; curve left downgrade across small iron bridge.
- 21.8 1.3 Follow direct but hilly road across iron bridge (23.5 m) through
- 23.6 1.8 **Hagadorn Mills.** White church on left.
- 28.9 5.3 **Fish House.** Keep straight through past Fish House Hotel (on right) at 4-corners. Go through long covered bridge (29.2 m) and small wooden bridge just beyond.
- 29.4 0.5 Turn first left beyond on direct road into
- 35.1 5.7 **NORTHVILLE.** Turn square left in front of P. O. Straight ahead is Route No. 79 to Indian River. Cross long iron bridge over Sacandaga River (35.5 m).
- 35.6 0.5 At once curve left with poles.
- 36.2 0.6 Turn square right on McKinley Ave. across RR. at station (on left—36.4 m) into
- 36.5 0.3 **SACANDAGA PARK.** Adirondack Inn on right.

Route 206—Saratoga to Richfield Springs, N. Y.—77.4 m.

Route map, page 206.

Running nearly south through Ballston to Ballston Center, where right turn is made (south and west) through Charlton and Glenville to Amsterdam. Thence along the Mohawk Valley to Fonda and Fort Plain, where a short-cut is taken across to Richfield Springs. Mostly fair to good dirt roads—occasional rough stretches.

MILEAGES

Total Intermediate (For this and optional exits, see Saratoga city map, page 381.)

0.0 0.0 **SARATOGA,** Town Hall, Broadway & Lake Ave.

Start south on Broadway, passing to right of monument (0.3 m) up slight grade. 1 block beyond top of grade

(0.5 m) bear diagonally right (not sharp right) into Ballston Ave. (no sign—1908). Cross trolley line (0.6 m), straight ahead through diagonal 4-corners (0.8 m); at fork (2 m) curve right—**caution** for dangerous grade crossing D. & H. RR. (2.1 m).

Just beyond cross stone bridge, turning 90° left (2.3 m) on main road; ascend slight grade, with left turn over RR. bridge (4.6 m) and immediately right along east side of tracks. Continue on good macadam, crossing trolley (6.2 m—**caution**) and bearing right along creek to end of road at iron bridge (6.4 m); turn 90° left across bridge into Milton Ave., Ballston, straight ahead over smaller iron bridge (6.6 m) to business center of

6.7 6.7 **BALLSTON**, Milton Ave. at business center.

Ignoring trolleys altogether, keep straight ahead over bad RR. crossing (6.8 m) to end of street; here (6.9 m) turn right and immediately left into Church Ave., bearing **slightly right** through irregular 4-corners (7.8 m). Cross trolley line (8.6 m) and small iron bridge (9 m) to cross-roads (store in house on left—10.2 m); turn 90° right 6-10 mile to 4-corners at white church (10.8 m).

Continue **straight ahead** past church (leaving the Schenectady road, which turns left at this point), direct through cross-roads (12.1 m & 12.8 m) to end of road (14.1 m); turn left and next right (14.4 m) through Charlton (15.9 m) and through 4-corners (16.4 m). Follow main-traveled road 2.7 miles, turning left (19.1 m) on rough road with waterbars to end of road (white church on corner—20.9 m); turn right through small village of Glenville (21 m).

Avoiding right-hand road at farther edge of town, run straight ahead for about 1 mile—**caution** for abrupt end of road and almost immediately (22.1 m) sharp left—uphill, with bad waterbars (22.7 m & 22.8 m). Continue through cross-roads (23 m), thence down rough grade with waterbars to foot of hill (24.9 m).

Curve right on macadam (24.9 m)—now on the Mohawk Valley route between Albany and Utica, followed to the small town of Nelliston, opposite Fort Plain, where the turn is made south and west for Richfield Springs. Pass under RR. trestle (25.4 m) and over single RR. tracks (27.3 m); picking up trolley at edge of city (27.8 m), follow them on E. Main St. (brick) to intersection of Market St., business center of

28.9 22.2 **AMSTERDAM**, Main & Market Sts.

Hotel Warner, Main St.

Barnes Hotel.

Daye's Garage, rear Hotel Warner.

Greene & Warnick, Garage, rear Hotel Barnes.

Turn right on Market St. and next left (29 m) into Division St.; thence with trolley on brick pavement ex-

actly 1 mile to Caroline St. (30 m—no sign, 1908; small grocery store on corner). Turn 90° right on Caroline St., and next left into Guy Park Ave., direct west; cross high speed trolleys (31 m & 31.6 m), running straight ahead past Aiken station (on left—31.9 m)—**caution** for left curve at fork (32.1 m) over concrete trolley bridge and right immediately beyond.

Pass brick Power House (on left—33.5 m), ascending Tribes Hill—10% grade—with dangerous crossing of high-speed trolleys midway (33.9 m); pass through hamlet of Tribes Hill at top of grade (34.2 m), taking left at fork just beyond (34.3 m—right goes to Johnstown). Cross trolley tracks again (34.4 m), passing left-hand road (34.6 m); thence on fine surfaced road down (35.6 m) long steady grade, crossing small iron bridge at foot (36.3 m).

39.6 10.7 **FONDA**, RR. station on left.

Run through, but at fork on edge of town, **leave trolleys to right, taking left** over iron bridge (39.9 m) and single track RR. (F. J. & G. steam line); thence on stretch of fine gravel. Cross branch RR. track (44.8 m), straight ahead past Yosts station (on left—44.9 m), narrow rough dirt road along RR. and river for several miles; pass Sprakers station on left—48.1 m), winding around brow of hill (49.3 m).

Cross small wood bridge (49.7 m), passing right-hand road (50.6 m) direct into the village of Palatine Bridge (51 m—bridge on left crosses the Mohawk River to Canajoharie—**Hotel Wagner**). Continue direct west on worn macadam to hamlet of Nelliston (54 m); here (leaving the Mohawk Valley route straight ahead), turn 90° left, crossing bridge over the Mohawk River to

54.4 14.8 **FORT PLAIN**, south end of bridge.

Turn first left one block and next right across the Erie Canal into Main St.; at lower end of business center (54.8 m), curve right, straight ahead over 3 bridges (55.2 m, 55.9 m & 57.3 m). Continue on main road (good dirt) to Starkville (63 m); turn right (63.1 m), crossing RR. (63.6 m) and running through Notch (64.4 m).

At small park (66.6 m), curve right through Vanhorns-ville (66.9 m); just beyond (67.1 m) turn left through cross-roads (68.3 m & 70 m), thence with telegraph poles to intersection of the Cherry Valley Turnpike (71.5 m—small stone bridge on left). Turn right on the Cherry Valley Turnpike, which follow through Warren (74.3 m). same thorofare becoming E. Main St. to center of (see city map, page 493)

77.4 23.0 **RICHFIELD SPRINGS**, Park, Main & Lake Sts.

Berkeley-Waiontha Hotel, Main St.

The Tuller, Main St.

For city map, see page 455.

Route 207—Richfield Springs to Watkins Glen, N. Y.—
121.7 m.

Route map, page 609

Reverse route 273

Via Bridgewater, Eaton, De Ruyter, CORTLAND, Dryden and ITHACA. Principally good dirt roads, with frequent grades—a picturesque and interesting trip throughout.

MILEAGES (Running directions in the main correct, but not specific at all points.)
Total Intermediate

0.0 0.0 **RICHFIELD SPRINGS, Park, center of town.**

Start west on Main St., keeping right at fork (0.4 m) crossing iron bridge and RR. tracks (1.1 m), immediately running upgrade over bad waterbars to fork (7 m). Bear left with telegraph poles through East Winfield (9.1 m), crossing RR. tracks and bridge (9.4 m), thence on main thoroughfare through West Winfield (11.3 m) and across 2 RR. tracks—station on right (14.2 m), to Bridgewater (14.8 m).

Two miles beyond keep right fork—sign “Sangerfield” downgrade, bearing slightly left across iron bridge (17.9 m), thence along either side of park, Sangerfield (22.4 m). Cross RR. tracks (22.6 m), and keep right fork immediately beyond to fork (27 m—road to left leads to Hamilton).

Here bear right through Madison (28.4 m), crossing RR. tracks (31.4 m) to first 4-corners this side of abandoned canal, center of Bouckville (31.6 m). [Road to the right leads to Clinton and Utica; road to the left leads to Hamilton and Norwich].

Straight ahead across bridge over canal bed, turning left (32.4 m) and shortly bearing right through 4-corners (32.9 m); cross RR. (33 m), and pass between 2 small lakes, following telegraph poles. Shortly ascend grade, running under RR. (35.1 m); cross bridge (35.6 m), turning left one block into village of

35.9 35.9 **EATON, center of town.**

Turn right, straight ahead through Pierceville (37.4 m) and West Eaton (38.6 m), thence along Eaton Reservoir; cross lower end of reservoir, turning left (41.8 m) up and downgrades into (but not straight through) Erieville (44.1 m). Turn sharp left, taking right—caution for RR. crossing (44.5 m); at first fork take the right-hand road (narrow and rough through notch), direct through Shedd's Corners (49.6 m).

Cross RR. (50.2 m), following general course of same through woods—**caution** for “S-curve” (50.7 m) and also **caution** for RR. crossing (51.4 m); continue with RR., turning left (52.6 m) and following telegraph line into De Ruyter (54.8 m). At center of village turn 90° right, following telegraph poles (on left of RR); cross tracks (58.2 m), through Cuyler (58.4 m).

Route 207**Saratoga-Glens Falls, N. Y., Section**

Continue under RR. (58.7 m) and over RR. tracks (60.4 m); cross bridge (60.9 m), running along RR. into Truxton (63.4 m). At center of village curve left (with RR.), crossing bridge (66.9 m) through East Homer (68.3 m); continue in valley, crossing bridge and turning right at end of road (73.7 m, into Clinton St., which follow across RR. (74.1 m) to center of (city map. page 529)

74.7 38.8 CORTLAND, Main & Clinton Sts.**Cortland House.**

Turn left on Main St., three blocks, bearing right into Tompkins St. (asphalt); thence out Tompkins St., over RR. tracks (76 m), where asphalt ends and macadam begins. Continue through South Cortland (77.9 m), up and down various grades—stony stretch, 81 m; run through 4-corners (82.2 m), taking right fork just beyond and curving left (83.7 m) into Dryden (84.6 m).

At fountain center of village turn right, crossing RR. (84.9 m) and bridge, thence straight ahead (past Junior Republic over to right and later past village of Etna over to right); **caution** for RR., crossing (91.9 m), descending grade through Varna (92.3 m). Ascend grade (92.8 m) and shortly descend grade crossing bridge (94.1 m); same thoroughfare becomes Dryden Road, Ithaca (see city map, page 565).

Take left fork (94.5 m), turning right a short distance beyond (still the Dryden Road) which follow to stone gate of Cornell University; here turn sharp left, with trolleys on Eddy St. to end of same at E. State St. Turn right on E. State St., following ear-tracks to center of

95.2 20.5 ITHACA, State & Cayuga Sts.**Ithaca Hotel.****Clinton House.**

J. B. Lang Engine & Garage Co., 117 E. Greene St.

Continue through the city on W. State St., crossing RR. bridge and RR. again to fork of several roads, where turn right on Cliff St.; thence on main road (fine views of Cayuga Lake) through Krums Corners (101.2 m). When in sight of County Buildings take left fork on macadam through cross-roads at Perry City (106.9 m); thence on dirt road, through 4-corners (107.8 m), turning left at end of road (108.9 m).

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



Saratoga-Glens Falls, N. Y., Section

Route 208

Cross bridge and take first right, running to end of road just above village of Reynoldsville (111.2 m); turn left into Reynoldsville (111.4 m), where turn right (at brick store). Take first left-hand road beyond, then straight ahead on main road through Bennettsburg (115.3 m), crossing bridge (116.5 m) and RR. (117.1 m).

Turn first left beyond RR. (117.3 m), crossing bridge and running straight ahead through Burdett (117.5 m); shortly descend grade (fine views of Seneca Lake), turning right at foot of lake, same thorofare becoming 4th St., Watkins. Continue on 4th St. across RR. (120.5 m) into the village, crossing Main St. and trolley; pass through 4-corners, curving right up Steuben St. hill to sign, where turn sharp left to

121.7 26.5 **WATKINS GLEN, The Glen Springs**, garage in connection.

For city map, see page 610.

For diverging routes see Graphic Index map, page 609.

For through connections, see Trunk-line Index map, page 1B.

Route 208—Saratoga to Schenectady and Albany, N. Y.— 37.6 m.

Route map, page 381

Reverse route, No. 72

Macadam to Ballston; good dirt road Ballston to Schenectady; balance macadam.

MILEAGES Total Intermediate

0.0	0.0	SARATOGA. Town Hall, Lake Ave. & Broadway. South on Broadway past monument (on left—0.3 m).
0.5	0.5	5-corners; turn diagonally right into Ballston Ave. Cross trolley (0.6 m).
2.0	1.5	4-corners; curve right across RR. and stone bridge.
2.1	0.1	Left-hand road; turn left, ascending slight grade. Curve left over RR. bridge and immediately right beyond, on good macadam, becoming dirt (5.0 m).
6.3	4.2	3-corners; just beyond trolley crossing; bear right.
6.4	0.1	End of road; turn left across iron bridge into Milton Ave. Join trolley (from left—6.6 m).
6.7	0.3	BALLSTON. Intersection of Front St.; straight ahead across RR. (6.8 m).
6.9	0.2	End of street, jog right and immediately left into Church Ave. through diagonal 4-corners at scales (7.8 m). Cross double trolley line (8.6 m) and small iron bridge (9.0 m).
10.2	3.3	Cross-roads at store on left, schoolhouse on right; turn square right.
10.8	0.6	White church on right at 4-corners; turn square left.
13.1	2.3	3-corners; curve right—sign, "Schenectady 10 m"; through

Route 208

Saratoga-Glens Falls, N. Y., Section

- 14.3 1.2 **BURNT HILLS**, 4-corners; P. O. ahead on right.
- 15.6 1.3 3-corners; turn left across iron bridge on direct road with poles.. Avoid left-hand road (19.5 m) going over RR. bridge (20.7 m).
- 20.8 5.2 **Caution** for sharp left turn under RR. and cross trolley. immediately taking left fork. Cross long iron bridge over Mohawk River—toll 10c—into Washington Ave. to third left from bridge.
- 22.1 1.3 Turn square left with branch trolley on State St. to
- 22.6 0.5 **SCHENECTADY**, RR. viaduct. **Edison Hotel** on left. Go under RR., past **New Vendome Hotel** (on left); **Mohawk Hotel & Baths**, $\frac{1}{2}$ block to right on Center St. **Close Bros. Garage** 1 block to right on State St. **Burtiss Garage**, 134 Barrett St.
- 22.8 0.2 Iron watering trough in fork; bear left with branch trolley on brick paving, coming on macadam (24.6 m). Direct road with trolley under RR. (33.9 m), becoming brick (35.6 m). Pass State Capitol (on right—37.3 m), curving right and immediately left with car-tracks into State St. Descend Capitol Hill—stone blocks past **Ten Eyck Hotel** (on left).

37.6 14.8 **ALBANY**, State St., intersection of Pearl St.

For city map and points of interest, see Albany Section, page 213.

For diverging routes, see Index map, Albany Section, page 210.

For through connections, see Trunk-line Index map, page 1B.

The Ten Eyck, State St., near Capitol.

Hampton Hotel, State St. & Broadway.

The Kenmore, N. Pearl St., near State.

Albany Garage Co., 30 Howard St.

Taylor Automobile Co., 35 Orange St.

Ketchum's Garage, Washington St. & Northern Blvd.

CONNECTING ROUTE TO TROY.

From **SCHENECTADY** 22.6 m, Washington Ave. and Union St.

Here (leaving the **Schenectady-Albany** main line), turn 90° left into Union St. —asphalt, no trolleys; thence straight ahead over canal bridge and under N. Y. C. RR. (23.0 m). Cross local trolley (23.2 m), running straight ahead past Public Library and Union College grounds (on left); again cross local trolley line (23.4 m).

Where Schenectady-Troy car-tracks come in from the right (24.6 m), run straight ahead with same (practically balance of way to Troy), passing through Latham's Corners (crossing of the Albany-Cohoes-Saratoga route) at brick Power House (on right—33.5 m). Continue direct (trolleys leave for short distance but return), same thoroughfare becoming 19th St., Watervliet; cross RR. (36.2 m) and canal bridge (36.8 m) to toll bridge at the Hudson River (36.9 m). Cross bridge (13c toll) to second street beyond (37.2 m); turn 90° left up River St. to 1st St. (**Hotel Rensselaer**.)

TROY 37.3 m.



Route 210—Saratoga to Troy, N. Y.—30 m.

Via Malta, MECHANICVILLE, Waterford, and upper Troy. Some good road on the upper end, and mostly macadam Mechanicville to Waterford; several poor stretches on the middle portion of the route.

MILEAGES
Total Intermediate (For this and optional exits, see Saratoga city map, page 381.)
0.0 0.0 **SARATOGA**, Town Hall, Broadway & Lake Ave. .

Start south on Broadway, passing to right of monument (0.3 m), up slight grade and direct out past numerous roads on right and left; cross stone bridge (3.7 m), ascending and descending various grades—frequent waterbars—through hamlet of Malta (8.1 m). Go through, down 8% grade to fork (9.8 m); where take the left; immediately after crossing small bridge (10.2 m) turn right, curving left at cobblestone house, hamlet of Maltaville (10.3 m).

Continue past small lake (on right—10.7 m), thence direct on poor dirt road (1908) for over 5 miles into Saratoga Ave., Mechanicville; just before reaching center of town (15.9 m), turn right over iron bridge (16 m). Straight ahead over RR. tracks to end of street near depot; turn left—with trolleys—down Park Ave., through center of

16.4 16.4 **MECHANICVILLE**, Hotel Leland.

Follow Park Ave. across iron bridge (16.5 m), meeting double-track trolleys just beyond (16.6 m); turn 90° right on S. Main St., direct on macadam—past Power House (on left—18.6 m)—caution for high-speed trolley crossings (20.2 m & 22.3 m). Continue along the Hudson River,, slowing down for RR. crossing (24.6 m), direct on 3rd St. to intersection of Broad St. (car-tracks branch 4 ways), center of

25.0 8.6 **WATERFORD**, Broad & 3rd Sts.

Turn 90° left, straight ahead over RR. (35.1 m) and through long covered bridge over the Hudson River (25.2 m to 25.4 m), turning right with trolleys in front of car-barns into 2nd Ave. Continue on brick pavement, turning left on 1st St. (27.9 m) to 5th Ave.; turn right on 5th Ave. (frame churches on opposite corners), following asphalt to Rensselaer St. (28.7 m).

Turn right on Rensselaer St. and next left (28.8 m) on 5th Ave., which follow to watering trough in fork (29.3 m); here take the left-hand road. crossing Broadway (trolleys—29.6 m) to State St. (29.7 m). Turn right down State St., past City Hall (on left—29.8 m) to River St.,

30.0 5.0 **TROY**, State & River Sts. Hotel Rensselaer on left.

For connections to Albany see Troy-Albany routes 94 & 95.

For city map, see Albany-Troy Section, page 222.

For diverging routes, see Index map Albany-Troy Section, page 211

For through connections, see Trunk-line Index map, page 1B.

Routes 212 and 214 Saratoga-Glens Falls, N. Y., Section

Route 212—Saratoga to Saratoga Lake and Stillwater.

This is a purely local run out of Saratoga, well worth the time of any visiting autoist to take; it includes the Saratoga Battlefield. Not revised for 1910.

From Broadway and Union Avenue (4 blocks below Town Hall, see city map), go east out Union Ave., past Congress Spring Park (on right). Continue direct, crossing trolley just before reaching the Lake. One may return the same way, or turn right and run back into the Round Lake-Saratoga route just below Saratoga.

If continuing to Stillwater cross bridge over Fish Creek at head of Lake, bearing right, following shore on eastern side of lake to Cedar Bluff. From Saratoga to this point the roads are good, but beyond Cedar Bluff and Sulphur Spring they are only fair. Turn left at Cedar Bluff, across B. & M. RR; thence by "official route," Daughters of American Revolution.

This organization has placed three dark gray granite guideposts, one at Cedar Bluff, one at MacComber's Corners and one at the "Quaker Church Corner," 1 mile south of Quaker Springs. Each guidepost bears the inscription, "To Battlefield 1777," with an arrow underneath indicating the direction to take.

That part of this route between Cedar Bluff and Quaker Church is very bad, with deep ruts in places, several steep, narrow hills and at last two stretches of sand. Return same way or continue east to bank of Hudson River, where join the route from Mechanicville and Stillwater to Schuylerville (all way on west side of Hudson River).

Route 214—Saratoga, N. Y., to Manchester, Vt.—50.6 m.

Route map, page 379.

Reverse route, No. 214A.

A new entrance from New York into New England. Macadam to Schuylerville; balance good dirt and gravel roads.

Descriptive Outline—Saratoga, or more properly, Saratoga Springs, at the gateways to the Adirondacks, is a justly celebrated watering place, the springs having been known to the Indians for centuries prior to the discovery of America, and were mentioned by Jacques Cartier in 1535. There are about thirty of these saline mineral springs scattered about in the territory adjacent to the city, the earliest known of these being High Rock Spring, located on Spring Ave. On account of its superior hotel accommodations, Saratoga is a frequent place of meeting for conventions. There are many interesting drives and walks and the visitor would be interested in visiting the Indian Camp, the famous Saratoga Race Track and "Yaddo," the residence of Mr. Spencer Trask. Kaydeross Park on Saratoga Lake is one of the most popular drives. Another is to the top of Mt. McGregor (view), where the cottage is located in which Gen. Grant died in 1885.

Leaving Saratoga on Lake Ave., a direct macadam road is followed to Schuylerville, a point of great historic interest, near which place the battle of Saratoga was fought. On the corner of Spring and Broad Sts. (10.9 m) a tablet indicates the camp ground of the British army (1777). To the left a short distance is the Marshall House, in the cellar of which Baroness Riedesel took refuge. To the right on Broad St. is the spot, marked by tablet, where Burgoyne surrendered, thus securing American independence. Just beyond, by turning right on Burgoyne St., we reach the Battle Monument, commemorating Burgoyne's surrender, and the close of one of the fifteen decisive battles of the world. The monument is 154 ft high and was completed in 1883. Among the other points of interest is the site of Ft. Hardy (1755), Fish Creek Bridge, near Schuylerville Mansion, the battlefield of Saratoga and Freeman's farmhouse at Bemis Heights (22,000 soldiers engaged), and the Dovegat House near Coveville, 2 miles south.

Leaving Schuylerville by Ferry St., we cross the Champlain Canal and Hudson River through a flat, uninteresting country to Greenwich, where we cross Batten

HAMILTON HOUSE

GREENWICH, N. Y.

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Kill, and go over the hills to **Cambridge**. Turning north we again come into the valley of Batten Kill, which follow all the way into **Manchester**.

MILEAGES
Total Intermediate For city map see page 381.

0.0	0.0	SARATOGA, N. Y. , Town Hall, Lake Ave. & Broadway. Start east on Lake Ave.—fine macadam.
2.1	2.1	Fork; bear left—sign, “Schuylerville”; go over RR. bridge (2.3 m). Follow direct macadam, entering via Spring St.; cross RR. at station (on left—10.7 m).
10.9	8.8	4-corners; turn right on Broad St., past Hotel Schuyler (on right).
11.2	0.3	SCHUYLERVILLE , intersection of Ferry St. just beyond hotel; turn square left on Ferry St. across iron bridge over canal and long wooden bridge over Hudson River—toll 10c.
11.5	0.3	End of bridge; turn left with branch telephone line on good gravel road— caution for very steep winding ascent (12.2 m).
12.9	1.4	Fork just beyond white schoolhouse; bear right, leaving poles. Avoid right-hand road (13.8 m), and follow telephone poles over RR. bridge (14.7 m). Go through covered bridge (14.9 m), joining trolley (from left—15 m).
15.8	2.9	3-corners; curve right, shortly curving left with tracks into Main St. Pass Hamilton House (on left—16.8 m).
17.1	1.3	GREENWICH , irregular 4-corners; turn square left—leaving trolley—and cross iron bridge over Batten Kill.
17.2	0.1	Iron watering trough at 3-corners; turn right with poles.
17.4	0.2	Fork; bear left with poles.
17.8	0.4	Fork; keep right with branch telephone line—sign, “Cambridge.”
18.9	1.1	Branch road—sign, “Cambridge”; turn square left—leaving poles on good dirt road.
22.7	3.8	End of road; curve left with poles.
23.3	0.6	3-corners; turn right with poles past Coila P. O. (on left—24.2 m).
24.5	1.2	4-corners just beyond yellow house; turn square left across 2 small stone bridges.

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- 24.8 0.3 End of road; turn square left into Main St.
- 25.5 0.7 **CAMBRIDGE**, straight ahead across RR. (25.6 m) and pass yellow brick hotel (on right—25.8 m).
- For connection to Rutland see Note (a).
- 26.3 0.8 Diagonal 4-corners, store on left; turn left with poles on good gravel road.
- 27.6 1.3 Yellow schoolhouse on left; turn right with branch telephone line.
- 31.4 3.8 Branch road; turn square left through covered bridge.
- 31.8 0.4 Immediately turn square right through small settlement.
- 33.4 1.6 3-corners; curve right with poles along Batten Kill; good dirt and gravel road. Go through small hamlet of West Arlington (39.2 m). **Caution** for narrow, winding stretch (40 m).
- 42.5 9.1 **ARLINGTON, VT.**, end of road; turn square left.
- 42.6 0.1 Flagpole on right at fork; bear left along RR. and through covered bridge (43.5 m). Avoid right-hand road (44.2 m), which is poorer way into Manchester. Ascend long grade past fine residences, descending into
- 50.6 8.0 **MANCHESTER, VT.**, Hotel Equinox on left; monument on right.

McNaughtons, south end of village.
Battenkill Inn, Manchester Depot.

For diverging routes, see **Index map**, Manchester Section, Vol. 2.

For through connections, see **Trunk-line Index map**, Vol. 2.

Note (a)—For Connection to Rutland from Cambridge, N. Y.—Turn square left at yellow brick hotel (25.8 m) and follow fine natural dirt road, joining poles (from left, 26.6 m). At end of road (34.9 m) turn left across RR., keeping right with poles into Salem (37.2m), P. O. on left at 4-corners. Turn right past stone church (on left) and at Court House in fork (37.5 m) turn left, curving left across RR. (38.9 m). At 3-corners (39.6 m) curve right, avoiding right-hand road just beyond. Cross RR. (42.4 m) State Line Monument on right just beyond.

Follow poles through West Rupert (43.9 m) into Rupert (45.4 m). At white church ahead (on left 45.8 m) turn left with poles, and follow direct road, curving left over RR. bridge (49.2 m) and cross RR. (50.4 m). At irregular 4-corners, West Pawlet (52.8 m), curve left across RR. and immediately right past State Line Monument (on left 52.9 m). At end of road (53.6 m) turn sharp right and follow macadam. At small park in fork (57.3 m) curve right into Granville (57.7 m). Mettowee Valley Auto Agency. Turn square left into North St., keeping left at fork (57.9 m); across RR. (58.1 m) into Middle Granville (59.7 m). Turn right just before iron bridge; cross RR. at station (on left 60.0 m). At prominent left-hand road (60.2 m) turn left—sign, "Poultney" direct road with poles. Curve sharp right at garage (66.3 m), and immediately left into Poultney (66.5 m). Hotel Poultney; Lakeview-in-the-Pines. Straight through, curving right at end of road just beyond iron bridge (67.3 m); at end of road (70.2 m) just beyond another iron bridge, turn left direct into Fairhaven (73.2 m). From this point follow directions given in **Route No. 217 to Rutland**.

A new connection from the Green Mountains into New York. Mostly good dirt and gravel, with stretch of macadam entering Saratoga.

MILEAGES
Total Intermediate

0.0	0.0	MANCHESTER. Monument in front of hotel; run south on main thorofare.
0.4	0.4	Fork; bear right upgrade—left is poorer route to Arlington. Descend steeper grade, and curve left across bridge (6.2 m). Go through covered bridge (7.2 m) past flag-pole (on left—8.0 m).
8.1	7.7	ARLINGTON. Cemetery ahead on right; turn square right—sign "Cambridge." (Straight ahead leads direct to Pittsfield.) Follow good gravel road along Batten Kill. Caution for winding stretch (9.0 m). Go through small hamlet of West Arlington (11.4 m); avoid left-hand road, leading through covered bridge (12.3 m).
14.8	6.7	3-corners beyond schoolhouse; curve left across small iron bridge, passing another covered bridge (on left). Avoid left-hand road, leading across iron bridge (17.4 m).
17.6	2.8	Fork; keep left with poles.
18.8	1.2	End of road; turn square left through covered bridge.
19.2	0.4	End of road; turn square right.
23.0	3.8	End of road at yellow schoolhouse; bear left with poles.
24.0	1.0	Fork; keep left.
24.3	0.3	4-corners, store on right; turn right with poles past yellow hotel (on left—24.8 m). Left-hand road is route to Pittsfield. Straight ahead across RR. (25.0 m) into Main St.
25.1	0.8	CAMBRIDGE, N. Y. Cambridge House on right; straight through diagonal 4-corners at iron water trough (25.3 m).
25.8	0.7	Right-hand road; turn square right immediately across small stone bridge.
26.1	0.3	4-corners just beyond second stone bridge; turn square right, past yellow schoolhouse (on right—26.2 m), and pass Coila P. O. (on right—26.4 m).
27.3	1.2	3-corners; curve left with poles.
27.9	0.6	Old wooden schoolhouse in fork; curve right upgrade on good dirt road.
31.7	3.8	End of road; turn square right and follow poles.
33.4	1.7	Iron watering trough at 3-corners; turn left across iron bridge over Batten Kill.

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.

Route 215

Saratoga-Glens Falls, N. Y., Section

- 33.5 0.1 **GREENWICH.** Irregular 4-corners; meeting trolley turn square right past **Hamilton House** (on right—33.8 m). Curve right with trolley around cemetery (34.4 m).
- 34.8 1.3 3-corners; curve left with trolley, keeping left with tracks at fork (35.2 m).
- 35.6 0.8 Irregular 4-corners; bear slightly left—(trolley leaves to right) through covered bridge (35.7 m) and over R.R. bridge (35.9 m).
- 36.1 0.5 Fork; bear right with poles on fair dirt road.
- 37.9 1.8 Fork; top of grade; curve left with poles—**caution** for sharp right and left turn down steep grade (38.4 m).
- 39.1 1.2 End of road; turn square right across long wooden bridge over Hudson River—(toll 10c)—and iron bridge over canal) into Ferry St.
- 39.4 0.3 **SCHUYLERVILLE.** Intersection of Broad St.; turn square right past **Hotel Schuyler** (on left).
- 39.7 0.3 4-corners; turn square left on Spring St.; cross R.R. at station (on right—39.9 m).
- 42.2 2.6 Fork; bear left on direct macadam over R.R. bridge (48.3 m) into Lake Ave.
- 50.6 8.3 **SARATOGA, N. Y.** Intersection of Broadway, Town Hall and P. O. on right.

United States Hotel, Broadway.

Grand Union Hotel, Broadway.

Hotel American-Adelphi, Broadway.

Ketchum's Garage, Broadway, near Union

U. S. Hotel Garage, rear of U. S. Hotel.

City map, page 381.

For diverging routes, see Index map, page 379.

For through connections, see Trunk-line Index map, page 1B.

Route 215—Glens Falls to Manchester, Vt.

Via Fort Edward, Greenwich, Cambridge and North Hoosick. Connections at North Hoosick for Williamstown, North Adams and Greenfield, Mass. This route not revised for 1910.

MILEAGES

Total Intermediate

- 0.0 0.0 From Soldiers' Monument (Glen, Bay & South Sts.), go down 1 block on Glen St. making left turn into Warren St., on which trolleys run. Direct with trolleys through Sandy Hill (3 miles) to Fort Edward (5½ miles), macadam and good dirt road, mostly level.

Follow trolley to outskirts of town (about ½ mile), to Pottery, here turn left, crossing Canal and following main road to Argyle (11½ miles). Straight through to South Argyle (13 miles), keeping main road about 8 miles to intersection of trolley; then turn left and follow trolley to

- 22.4 22.5 **GREENWICH.**

Follow directions in route 214 direct to

- 47.6 **MANCHESTER, VT.** The Equinox, on left. "MacNaughton's" south end of village.

Route 217—Saratoga, N. Y., to Rutland, Vt.—71.3 m.

Route map, page 379.

Reverse route, No. 217A

Outline of the trip via Glens Falls and Fairhaven. Macadam first part of the trip; balance fair to good dirt.

Descriptive Outline—Leaving Saratoga by Maple Ave., we follow the general line of the interurban trolley into Glens Falls, so-called from a picturesque 50-ft. fall. The island below the falls is the scene of many incidents in the "Last of the Mohicans," by Cooper. Fort Ann (31.0 m) was the site of a fort (1757) near which point Gen. Putnam was defeated and captured by the French and Indians (1750). Follow the line of the Champlain Canal to Whitehall (46.0 m), a lumbering village at the foot of Skene Mountain on the left, and near the southern extremity of Lake Champlain. Continuing we cross the Poultney River into Vermont, and follow a branch of the river into Rutland.

MILEAGES

Total Intermediate

(For city map, see page 381.)

0.0	0.0	SARATOGA , Town Hall, Broadway & Lake Ave. Run east on Lake Ave., one block, turning left into Maple Ave.
1.1	1.1	End of road; turn left, avoiding left fork (3.1 m).
7.6	6.5	WILTON , 4-corners. Straight through on winding road. Pick up trolley on Saratoga Ave.
18.2	10.6	SOUTH GLEN FALLS , end of street; turn left down-grade across Hudson River bridge (11.7 m), straight ahead upgrade into
19.0	0.8	GLENS FALLS , Glen, Ridge & Warren Sts. Rockwell House on left. Miller Bros. Garage, 12 Maple St. Empire Auto Co., Warren St.
		Keep straight ahead on Warren St. and follow trolley to Sandy Hill. Turn left, leaving trolley on main road, through Moss St. (place, not street) and Kingsbury to
31.0	12.0	FORT ANN . Do not cross canal and D. & H. tracks (to right), but keep north on west side of both, fairly good roads, with only a few hills, to Dewey's Bridge. Keep left here (do not cross bridge), to Comstocks and direct along general line of Champlain Canal to
46.0	15.0	WHITEHALL . (There are several roads from Whitehall to Castleton Corners and Rutland, but the route given here is by far the best). Turn right after passing RR. station, cross tracks, Champlain Canal and the Mettawee River (through covered bridge) to Williams St. Then east up Poultney St., passing Armory on right, crossing D. & H. RR., half a mile outside of village. Continue to the second left; here turn left and continue east to brick church, when turn left. Go north, taking first right and then first left, straight ahead on main road, across Poultney River on twin bridges. Keep east with RR. (on left), crossing tracks at Fair Grounds, and continue straight past shirt factory (on left) to Main St. Turn left, cross bridge and go uphill to park.
55.0	9.0	FAIRHAVEN, VT. , Hotel Allen on left; straight ahead past park (on left).
55.5	0.5	Avoid left-hand road with branch trolley (leading to Hyde Manor, direct). Keep straight ahead on main road with general line of trolley through

Route 217

Saratoga-Glens Falls, N. Y., Section

- 59.9 4.4 **CASTLETON**, station on left. Go under RR. (60.5 m),
avoiding right-hand road (62.9 m) into
- 67.3 7.4 **WEST RUTLAND**. Straight through with trolley, across
RR. and under tracks (69.2 m). Go through covered
bridge and under RR. again (69.4 m) into Columbian Ave.
Bear right into State St., cross iron bridge (70.6 m).
- 71.0 3.7 Turn square right with trolley into Grove St.
- 71.2 0.2 Fork; bear left—leaving trolley—into Center St.,
- 71.3 0.1 **RUTLAND, VT.**, intersection of Wales St.

Berwick Hotel, left. Rutland Machine & Auto Co., 1/2 block to right.
Rutland Garage Co., Willow St., rear of the Berwick.

For diverging routes, see Index map, Rutland Section, Vol. 2.

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1

1

1

100

1

- 100

1

- 1

Route 217 A

Saratoga-Glens Falls, N. Y., Section

- 16.5 0.2 Turn square right just beyond bridge, past shirt factory (on right) and continue west. After crossing RR. at Fair Grounds follow RR. to Poultney River. Cross twin bridges and continue straight ahead for $\frac{1}{2}$ mile to fork at top of hill; here keep left. One mile farther on take (first) right; then first left to brick church. At this point turn right and continue west for 3 miles to RR.; cross and follow on right of tracks past Armory (on left). Cross Williams St. and continue through covered bridge over Mettawee River; cross Champlain Canal, go over RR. tracks and turn left to depot.
- 25.3 8.8 **WHITEHALL, N. Y.** Follow general line of the Champlain Canal on west side past Dewey's Bridge (do not cross canal), over fairly good roads with only a few hills to Fort Ann (40.3 m—from Rutland). At fork 1 mile below turn right, through Kingsbury (44.3 m)—detailed directions not yet available—and Moss street (place, not street), entering with trolley to right into Sandy Hill. Follow trolley entering on Warren St. to Glen St.
- 52.3 27.0 **GLENS FALLS**, Soldiers' Monument, Glen & Warren Sts. Rockwell House. Empire Auto Co., Warren St. Miller Bros. Garage, 12 Maple St. Turn sharp left into Glen St. and follow trolley down 8% grade, across Hudson River bridge (52.6 m). Immediately ascend 8% grade with trolley into
- 53.1 0.8 **SOUTH GLENS FALLS**, iron watering trough; turn right with trolley on Saratoga Ave., State macadam.
- 59.3 6.2 Fork; keep left on main road, past pond (on right, 59.8 m).
- 63.7 4.4 **WILTON**. Straight through on macadam.
- 68.2 4.5 Right-hand road; meeting trolley turn right on Maple Ave. Cross RR. (70.8 m).
- 71.2 3.0 Turn right on Lake Ave. to
- 71.3 0.1 **SARATOGA, N. Y.**, Town Hall, Broadway & Lake Ave. United States Hotel, Broadway. Grand Union Hotel, Broadway. Hotel American-Adelphi, Broadway. Ketchum's Garage, Broadway, near Union. U. S. Hotel Garage, rear of U. S. Hotel.



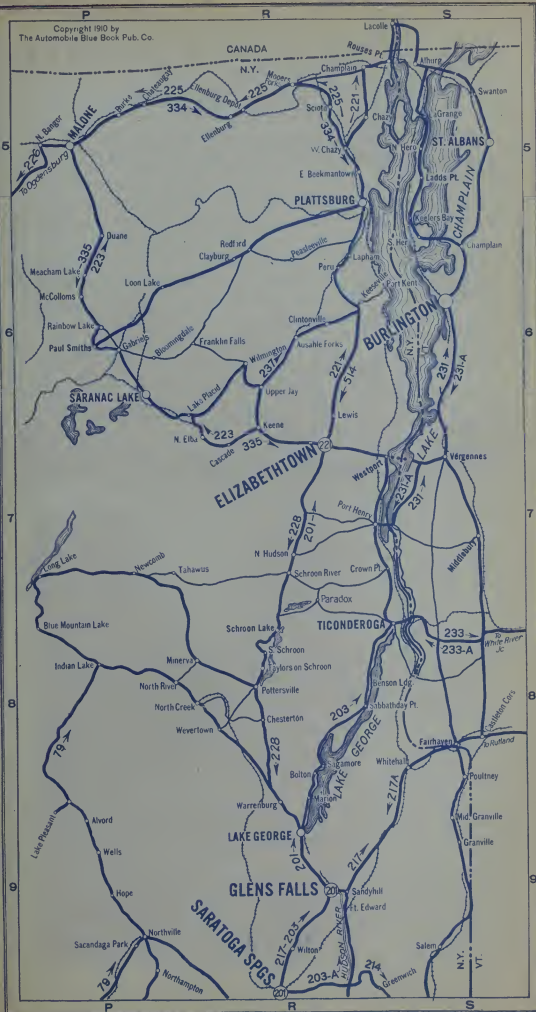
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ADIRONDACK GRAPHIC INDEX MAP

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On the route between Albany and Montreal, and Adirondacks and White Mountains. Three miles from Port Kent on Lake Champlain where connections are made with steamers for Burlington. Eighteen miles from Elizabethtown and Fifteen miles from Hotel Champlain.



HOTEL AUSABLE CHASM

One of the most wonderful and impressive pieces of natural scenery in the Western continent is located along the beautiful official route from Albany to Montreal and about half way between Elizabethtown and Hotel Champlain.

HOTEL AUSABLE CHASM

owned and managed by the same Company, is located at the entrance to the Chasm, is new, modern and first class in every way and will accommodate four hundred guests.

A garage with supplies and machine shop is maintained at the hotel. Special inducements and accommodations for automobile parties.



IN THE BOAT RIDE

Telegraph and Post Office Address, Ausable Chasm, New York
THOMAS F. QUINLAN, Manager

ADIRONDACK SECTION

ROUTES 221 TO 240.

Route 221—Elizabethtown to Montreal, Canada—119.2 m.

Route map, page 407.

Reverse route, No. 514.

Main-traveled route through the upper (eastern) Adirondacks via Keeseville, Plattsburgh and Rouses Point, N. Y. (shortly above which the international line is crossed); thence through St. John and Chambly, P. Q., to Montreal. With connections (1) Keeseville to Ausable Chasm and Port Kent; (2) from (the lower edge of) Plattsburgh to Bluff Point (Hotel Champlain), and (3) at Plattsburgh by boat for Burlington, Vt.

ROAD CONDITIONS: Very fair dirt road with occasional rough stretches between Elizabethtown and Keeseville; excellen new State macadam most of way; Keeseville to Plattsburgh and Plattsburgh to Rouses Point; fair-to-good dirt (except for clay stretches, slippery in wet weather) Rouses Point to St. John and Chambly, then rough (badly worn) to Longueuil (ferry to Montreal.)

MILEAGES
Total Intermediate (Set odometer at 00.0 in front of either the Windsor Hotel or Deers Head Inn.)

0.0 0.0 **ELIZABETHTOWN**, the main north-and-south street.

Start north on the main-traveled road, descending short steep grade; at foot of same (3-10 m), jog right and immediately left over small iron bridge. Cross 2nd iron bridge (7-10 m); caution at next fork (9-10 m) for sharp left turn over 3rd iron bridge; thence direct with telegraph poles on sandy road to school in fork (2.9 m). Again take left, straight ahead through hamlet of Lewis (4.8 m); continue across small iron bridge (5.4 m) and through prominent 4-corners (5.5 m & 9.4 m) to fork at hamlet of Cross (10.6 m).

Cross small bridge, taking right fork immediately beyond up long, rough 10% grade, with fine views of mountains (13 m); caution (13.7 m) for steep winding downgrade, thence on improved road along Pokamoonshine Mt. (solid rock banks on left). Pass Butternut Pond (on left—16.7 m) and Augur Pond (on left—18.5 m) through long stretch of open country to fork (19 m); here (sign, "Keeseville 3¼ m")—right fork is an optional road to Ausable Chasm—bear left on new State macadam to end of same (at 21.7 m—1908). Continue straight ahead past church (on right—21.9 m), downgrade on Main St., to end (hotel in front, bridge at left).

22.2 22.2 **KEESEVILLE**, farther end of town.

CONNECTION TO AUSABLE CHASM AND PORT KENT ON LAKE CHAMPLAIN: Turn first right leaving bridge (22.3 m), straight ahead over R.R. (23.2 m) to brick school in fork (23.8 m); take right fork, over R.R. again (23.9 m) and iron bridge (24.1 m). From end of bridge take either right-hand or left-hand upgrade to the **HOTEL AUSABLE CHASM**. This trip is frequently extended 3 miles farther to Port Kent on Lake Champlain, where boat can be taken for Burlington, Vt.

Turn 90° left over iron bridge (Ausable River—22.3 m), passing right-hand road immediately beyond (this road leads to Ausable Chasm, Port Kent, etc.); thence up 10% grade to large church in fork (22.6 m). Bear right, striking new macadam (23 m); thence direct past all

HOTEL CHAMPLAIN

The Northern Gateway to
The Adirondacks

Clinton County, New York



The Hotel Champlain is on Bluff Point, the most commanding promontory on Lake Champlain. Its grounds consist of 450 acres of beautiful park and woodland, roadways and lawns; seven miles of forest, cliff and lakeside walks, and first class 18-hole Golf course. The finest fresh water bathing in the North. Boating, yachting, fishing, shooting, tennis. New Concrete Garage and best accommodation for automobiles.

Mortimer M. Kelly, Manager

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Rates, etc., apply to

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See
Page 12



roads on right and left for 5 miles—caution for RR. crossing entering the hamlet of Peru (28.1 m).

Immediately cross small bridge through Peru (28.2 m); just beyond (28.5 m—sign "Plattsburgh, 10 m"), turn right on macadam, curving right with same (29.9 m). Leaving telegraph poles to right (30 m), continue straight ahead to end of road (30.4 m); turn left, direct on fine macadam (Hotel Champlain in view ahead over to right—30.8 m), crossing small iron bridge at hamlet of S. Plattsburgh (33.1 m). Cross RR. (35 m) to prominent fork on lower edge of Plattsburgh (36.2 m); keep to right, coming at oblique angle into line of trolley (37 m).

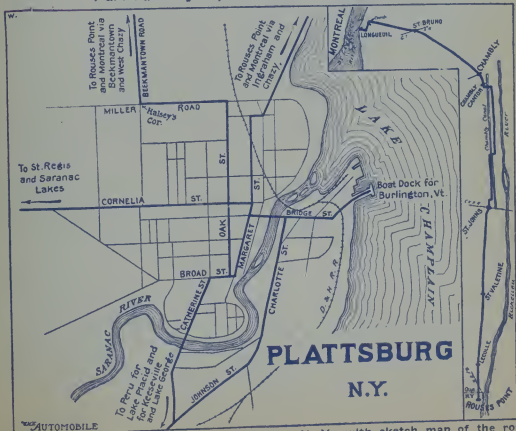
FOR HOTEL CHAMPLAIN (at Bluff Point) turn sharp right with car tracks, past brick barracks (on left), straight ahead across RR. (grade—38.7 m) and over trolley tracks (39.2 m); 0.3 mile beyond (39.5 m—no sign, 1909), turn 90° left, through stone gates upgrade to **HOTEL CHAMPLAIN** (40 m). Return same way, picking up schedule at 37 m in the through text.

Meeting trolleys at oblique angle (37 m) run straight ahead with same on Charlotte St. over branch RR. track (37.5 m) to end of street at Bridge St. (pulp mill in front—37.8 m). Here*—unless crossing Lake Champlain to Burlington, Vt.*—turn 90° left across iron bridge (Saranac River—37.9 m) to intersection of Margaret St., just beyond, business center of

38.0 15.8 **PLATTSBURG**, Margaret & Bridge Sts.

Ideal Garage, 11 Charlotte St.

For steamboat docks (Burlington, Vt., boats), turn 90° **RIGHT** on Bridge St. past depot (on left—38 m); look out for bad RR. crossing (38.1 m), straight ahead to docks (38.2 m). Boats leave 7 a. m. and 3 p. m., with additional boat 9:35 a. m. Saturdays and



Automobile routes in and out of Plattsburgh, N. Y., with sketch map of the route from Rouses Point to Montreal.

New Windsor Hotel

SELECT FAMILY RESORT

HEADQUARTERS FOR AUTOMOBILES

Rouses Point, N. Y.

Located on the banks of Lake Champlain. Cuisine and Service
the Best. Garage and Gasoline. J. B. MAYO, Mgr.

Mondays during season; time of passage $1\frac{3}{4}$ hours. Fares, 75c each passenger; chauffeur free; cars \$2.50 to \$4, according to size; height of dock 7 feet 12 inches. From Burlington dock run straight out on King St. across RR. to St. Paul St., turning 90° left (38.6 m) to park, Burlington, Vt. (33.7 m).

Turn 90° right up Margaret St. and 90° left just beyond (38.1 m) on Cornelia St. to Oak St. (38.2 m); turn 90° right on Oak St. (dirt), straight ahead (ignoring trolley) to end of street (38.9 m). Turn 90° left and direct 0.6 mile; here (39.5 m—sign, "Moovers, $19\frac{1}{2}$ m"), turn right, straight ahead on level road through hamlet of E. Beekmantown (42.6 m).

At fork short distance above (43.3 m), take left on State macadam (sign, "W. Chazy, 5 m"), direct to 4-corners at hamlet of Beekmantown (small hotel on left, country store on right—44.6 m). Here turn 90° right, keeping left on main road at fork (47 m) to 4-corners at hamlet of W. Chazy (48.3 m); again turn 90° right, crossing RR. at station (48.6 m) to irregular 4-corners (49 m—taking care not to pass through).

Turn left with the macadam, crossing small iron bridge (49.4 m); thence direct, curving left with macadam (53.8 m), crossing RR. (54.1 m) and iron bridge (54.6 m) into hamlet of Chazy (54.7 m). Continue straight ahead over iron bridge (54.9 m) and RR. (55.1 m), coming to end of macadam (1908); thence direct over wood bridge (56.5 m) and through prominent 4-corners (57.9 m).

Picking up new macadam again (61.2 m—1908), turn right with same over iron bridge (Chazy River—61.7 m) at town of Champlain; at fork just beyond (61.8 m), keep to right on main-traveled road. Cross RR. (65.1 m) direct to end of road at shore of Lake Champlain (**New Windsor Hotel** on right—66.0 m); turn 90° left, straight ahead along the lake to center of

66.8 28.8 **ROUSES POINT, N. Y.**, Myers Bldg. (P. O. & Customs House) on left.

CANADIAN REGISTRATION, LICENSE AND CUSTOMS BOND REQUIRED IN LEAVING ROUSES POINT. F. W. Myers & Co., Customs House Brokers, issue licenses, assume the bond and supply numbers, "while you wait," at a very reasonable fee; at the same time papers are secured which readmit to the U. S.

Some parts of the route along the Richelieu River between here and Montreal have a clay foundation and are dangerous (slippery) in wet weather.

Straight ahead through town, crossing Rutland RR. tracks (67 m) and small iron bridge (67.5 m); again cross RR. (68 m—approximately the international line) and small wood bridges (68.9 m & 69.4 m). Cross 3 RRs. (all grade) at La Colle Jet. (72.1 m), passing through prominent 4-corners (72.5 m—where the route from Burlington, Vt., via the Hero Islands comes into this line)—caution for left curve over iron bridge (72.6 m); thence on the main-traveled route along the Richelieu River, with numerous fine views.

Cross small bridges (74.7 m & 77.7 m), through hamlet of St. Pauls (78.5 m); cross small bridge over deep gully (89.2 m), coming to barracks on the lower edge of St. John (90.5 m). At fork just beyond (90.6 m) take right over RR. tracks (90.7 m), entering on Champlain St. to small market place on left, center of

90.9 24.1 **ST. JOHN, P. Q.**, iron watering trough on left.

St. John Hotel.

Caution for bad RR. crossing (91.1 m), straight ahead over trolley line (91.3 m), running along the Chambly Canal; follow same (with frequent fine views of the Richelieu River), bearing right over small bridge (95.1 m) and past iron bridge on right (97 m) to brick house with gable roof (98.9 m). Here turn 90° right across iron bridge over canal and left immediately beyond, passing under RR. (101.5 m); at fork (101.7 m), keep left on main road, straight ahead through village of

102.3 11.4 **CHAMBLY.** (Fort Chambly is an interesting point to visit if one has time.)

Direct through, across canal bridge (103 m) to monument in fork at farther edge of town (103.3 m), taking the middle road (straight ahead) through covered bridge (104.4 m); thence on direct but badly worn road through hamlet of St. Huberts. Cross RR. at St. Huberts station (111.7 m) and again at Longueuil station (115.8 m) into Chambly St., Longueuil; at large stone church (on left—116.2 m), turn 90° left on St. Charles St. to small park (116.4 m). Keep to right of park; 0.4 mile beyond (116.8 m) turn 90° right, straight ahead to the

117.1 14.8 **LONGUEUIL-MONTREAL FERRY.** (Half hour service; charges, 40c car and driver; extra passengers, 5c each.)

From ferry exit swing right and ahead under RR., winding upgrade to Notre Dame St. (117.2 m); turn 90°

THE PLACE VIGER

The Canadian Pacific
Railway Company's
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A handsome fire-proof structure, recently erected in the center of the city's most historical points of interest, facing the picturesque Viger Gardens, a large and beautiful park, and one of that excellent series of hotels owned and maintained by the Canadian Pacific Railway Company, which stretch from the Atlantic to the Pacific. Near to the business center, the City Hall and Law Courts, and but a few minutes walk from the piers of the ocean and river steamers. All railway depots easily reached by street cars, which pass the door to all points.
Special Attention Given AUTOMOBILE TOURISTS
Rates, Am. plan \$3.50 per day and upwards.

left, following car-tracks on Notre Dame St. to Public Scales in fork (117.5 m—City Prison on right). Take right fork—Craig St., stone block pavement—past park on right and C. P. RR. station and **Place Viger Hotel** (on left—118.4 m), straight ahead to Victoria Sq.

119.2 2.1 **MONTREAL**, Craig & McGill Sts. **Place Viger Hotel**, Russell Garage, 17 University St.

For connecting routes at Montreal, see Canadian Section, page 702.



Route 223—Elizabethtown to Malone, N. Y.—92.3 m.

Route map, page 407.

Reverse route, No. 335.

A choice of two routes to LAKE PLACID; thence via SARANAC LAKE, Paul Smiths and Meacham Lake; with connection at Malone for either Ogdensburg or Watertown. Running directions in the main correct, but not specific at all points.

This is not an easy route, but it is the most practicable way from that part of the Adirondacks of which Elizabethtown is the natural center to the Thousand Islands. The greater part of the trip is over rough roads, with frequent stretches of sand, relieved by a few improved stretches in the vicinity of Lake Placid and Saranac Lake.

MILEAGES * (Set odometer at 00.00 in front of either the Windsor Hotel
Total Intermediate or Deers Head Inn.)

0.0 . 0.0 **ELIZABETHTOWN**, the main North-and-South street. Start south, turning first right (1-10 m), thence on direct road along the valley, crossing iron bridge (1.3 m) to fork (2.5 m); turn left immediately across iron bridge and another iron bridge (3 m). Continue upgrade through woods for several miles, passing right-hand road (8.6 m—connection to Hurricane Lodge) to right-hand road at Hull's Corner (10.4 m); here (house on left—large barn opposite), turn right, crossing iron bridge (10.5 m), thence down 10% grade (10.8 m) to

12.4 12.4 **KEENE CENTER**.

This is the dividing point (as shown on the map, page 407), for two routes to Lake Placid—both upgrade, (1) the longer but easier way via Upper Jay and Wilmington Notch, and (2) the shorter, but very narrow and frequently dangerous way via Cascade Lake and North Elba. We strongly recommend the longer and easier route when traveling in this direction, but brief details and odometer measurements for the shorter, more difficult way are added for the convenience of any who may care for them.

ALTERNATE, KEENE CENTER TO LAKE PLACID VIA CASCADE LAKE AND NORTH ELBA (shorter but very steep—dangerous—upgrade this way): Run nearly straight ahead at Keene Center (coming from Elizabethtown), immediately across iron bridge, thence upgrade across small iron bridge (12.8 m). At fork (13.2 m) keep to left up very steep, narrow winding grade, coming to Cascade Lake (on left—16.9 m); continue the full length of lake, up nearly continuous grade to 19.1 m.

Curve right (20.5 m) up 7% grade, direct to and up 12% pitch (21.3 m) through North Elba (23.4 m—no town), thence down 8% grade (24.1 m); 7-10 mile beyond (24.8 m) turn left across iron bridge, ascending 10% grade to next right-hand road. Turn right (25.2 m), curving right across iron bridge (26.6 m), upgrade to iron watering trough in 4-corners (26.8 m); here turn 90° left on macadam into the village of Lake Placid (27.6 m).

To Lake Placid via Upper Jay and Wilmington Notch: Turn right at Keene Center, immediately across iron bridge, passing left-hand road (14.1 m) and right-hand road (15.3 m); then under log shoot (15.4 m), crossing iron bridge (15.5 m) and covered wood bridge to general

Route 223

Adirondack Section

store in fork at hamlet of Upper Jay (18.5 m). Turn left up 6% grade, past left-hand road (19.4 m) and right-hand road (21.2 m); immediately after crossing stone culvert 1 mile beyond (22.2 m), turn left at small house, passing white schoolhouse (on right—22.5 m) to end of road (23 m).

Turn left, following west branch of the Ausable River through Wilmington Notch (grand scenery) to fork (29.9 m); turn right across iron bridge, ascending 7% grade. past right-hand roads (32 m & 32.2 m). Pass golf grounds (on right—32.5 m), running through 4 corners by watering trough (33.1 m), up long 6% grade on macadam into the village of

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HOTEL, CASINO, COTTAGES
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Saranac Lake, N. Y.

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Under same management

33.9 21.5 **LAKE PLACID**, center of village.

The Grand View. Lake Placid Inn.

Straight ahead along Mirror Lake, turning left (34.4 m) past right-hand road leading to the **Stevens House**; cross bridge (35.2 m), curving left at golf grounds (35.7 m). Continue on main road 4.1 miles, turning left at large house (on right—39.8 m); thence over stretch of deep sand, crossing bridge and curving left (40 m).

Again curve left at Raybrook Seminary (large brick building on right—40.6 m) to fork (41 m); keep to right over RR. track (42 m), crossing bridge and curving left (43.4 m). Coming to end of road (43.9 m) turn right; just beyond turn left, crossing bridge over the Saranac River into village of

44.1 10.2 **SARANAC LAKE.**

Make local inquiries for the running directions to **Algonquin Hotel**, at Algonquin (on lower Saranac), and **Ampersand Cottages**, at Ampersand (on lower Saranac). The balance of this trip not covered by the Blue Book Car.

Go through, crossing RRs. (44.6 m & 44.8 m); keep straight ahead on main road (45.2 m) past Colby Pond (on left) to Pecks Corners (46 m), where keep to left. immediately across RR. Pass left-hand road (49 m), thence on fair road with some sand; at fork (51.1 m), bear left, straight ahead across RR. at Paul Smiths station (Gabriels—52.8 m), following telegraph wires through village (55.2 m) to fork (56.6 m).

For **Paul Smiths**—slightly to the west on the northern edge of Lower St. Regis Lake—turn left at this point $\frac{1}{4}$ mile.

On through trips (without stop at Paul Smiths) take right fork (56.6 m), straight ahead on macadam, followed by deep sand; pass small lakes on right and left, crossing bridge (62.4 m) through McCullums (64 m). Cross another bridge (66.3 m), taking right fork (68.3 m) along the western shore of Meacham Lake to Meachams Hotel—located on the northern edge of

68.9 24.8 **MEACHAM LAKE.** Curve left around hotel—caution for right curve at foot of small lake (69.9 m), thence on narrow, winding road through woods; cross bridge (73.7 m), upgrade, turning left at yellow hotel, Duane Center (75.8 m). Continue through, upgrade (75.9 m), taking right fork (76.9 m); thence on more upgrade (77.6 m) past sawmills (78.3 m & 79.4 m), following good gravel road past small lake in woods.

Cross bridge (80.2 m) and curve right, following telegraph poles on rough road along west side of Titus Lake; at end of road (89.4 m) turn left, curving right (91.1 m) to end of road again (91.3 m). Turn left at this point, turning right at Armory (92 m) into Main St., Malone; cross bridge over Salmon River to Public Sq., center of

92.3 23.4 **MALONE.**

For connection to Ogdensburg, Watertown, etc., see page 407.

Route 225

Adirondack Section

Route 225—Plattsburgh to Ogdensburg, N. Y.—130.4 m.

Route map, pages 407 & 538.

Reverse route, No. 334.

Via Mooers, Chateaugay, MALONE, Bangor, Nicholville, POTSDAM and CANTON. Macadam to Mooers, dirt and sand road (with some clay) most of way to and through Malone and Potsdam to Canton; unexcelled macadam Canton to Ogdensburg, with connecting route, Canton to Watertown. Not heavily traveled between Mooers and Malone, but not difficult for semi-mountainous country.

MILEAGES
Total Intermediate

(For this and optional exits, see Plattsburgh city map, page 411.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | PLATTSBURGH , Margaret & Bridge Sts. Start nearly north on Margaret St. |
| 0.1 | 0.1 | Turn (first) left into Cornelia St. |
| 0.2 | 0.1 | Turn (first) right into Oak St.; ignore trolley and continue on Oak St. to its end. |
| 0.9 | 0.7 | Turn left, passing Fair Grounds on the left. |
| 1.5 | 0.6 | Turn right (sign, "Mooers, 19½ m")—straight ahead on level road. |
| 4.6 | 3.1 | EAST BEEKMANTOWN ; straight through small village. |
| 5.3 | 0.7 | Fork; take the left-hand road (sign, "W. Chazy, 5 m"), following the macadam. |
| 6.6 | 1.3 | BEEKMANTOWN , small hotel on left, country store on right; turn square right. |
| 9.0 | 2.4 | Fork; keep left on the main road. |
| 10.3 | 1.3 | W. CHAZY (road to Rouses Point, etc., turns right at this point); straight ahead through village, crossing small iron bridge (10.4 m) and passing stone fields on right and left. |
| 16.2 | 5.9 | Straight through 4-corners, Sciota , still following the macadam. Cross RR. (20.7 m), turning left over iron bridge (Big Chazy River—21.0 m) and across RR. (21.2 m). |
| 21.4 | 5.2 | MOOERS (road to Montreal turns right on Depot St.); straight through 4-corners (22.3 m), following telegraph poles along the river. |
| 24.0 | 2.6 | Fork; keep to left (main line of wires goes to right). |
| 24.2 | 0.2 | End of road, Mooers Forks (no town); turn left across iron bridge (N. Branch, Big Chazy River), and first right (24.3 m)— caution for dangerous RR (24.5 m). Continue on main road—sand stretches— <i>passing</i> right-hand road (29.5 m, which crosses wood bridge). Cross iron bridge (30.3 m) and follow sandy road through prominent 4-corners (31.3 m), crossing unprotected wood bridge (32.6 m). |
| 33.4 | 9.2 | ELLENBURG P. O. ; straight through, crossing iron bridge (33.5 m), and passing under Rutland RR. (34.3 m). |
| 36.1 | 2.7 | ELLENBURG CORNERS (small hamlet); turn right, straight ahead through prominent 4-corners (37.9 m). Pass left-hand road (40.1 m) and right-hand road (40.8 m), thence direct for several miles, coming along Rutland RR. (on right). |

Adirondack Section

Route 226

- 47.4 11.3 Turn right under RR. and immediately left, along north side of traeks. Descend grade (caution); cross iron bridge (48.5 m) and ascend grade into
- 49.0 1.6 **CHATEAUGAY**; straight through village.
(Balance of way into Malone traveled and measured after dark; approximately correct, but some variation likely.)
- 49.6 0.6 Fork; take the left-hand road, downgrade. Cross iron bridge at foot (49.8 m), and ascend grade.
- 50.1 0.5 Point of 5-roads; bear diagonally left, crossing bridge over RR. (50.5 m).
- 51.4 1.3 Bear right on main road, passing under RR. (52.5 m).
- 54.1 2.7 **BURKE**; go through, crossing iron bridge at foot of grade (54.2 m). Cross RR. (54.8 m) and RR. again at edge of Malone; pass Fair Grounds (on left), into E. Main St.,
- 61.4 7.3 **MALONE**, Main St., business center.

Route 226—Malone to Ogdensburg, N. Y.—69 m.

Route map, page 538.

Reverse route, No. 333.

MILEAGES (For Watertown, follow this route to Canton; then see "Connecting route, Canton to Watertown", page 420.)
Total Intermediate

- 0.0 0.0 **MALONE**, Main St., business center. Start west on W. Main St.; cross bridge over Salmon River (0.1 m) and continue straight out on macadam.
- 5.5 5.5 **NORTH BANGOR**, central 4-corners; turn left (sign, "Bangor")—clay road, bad in wet weather.
- 7.6 2.1 **BANGOR**, stone hotel on the corner; turn right, straight ahead past several roads on right and left, and through two hamlets. Cross dangerous RR. (17.3 m) and continue on same road across 2 small bridges into
- 22.9 15.3 **NICHOLVILLE**, P. O., at end of road. Turn left and immediately right—downgrade across iron bridge (E. branch, St. Regis River—23.0 m); ascend steep pitch and keep straight ahead, past left-hand road (23.3 m).
- 25.4 2.5 **HOPKINTON**; straight through small village.
- 25.5 0.1 Prominent fork; take the right-hand road—large sign, "Potsdam, 14 m." Continue on direct but not good road (1909), ascending and descending several grades. Cross iron bridge (West branch, St. Regis River—33.5 m), straight ahead into Elm St., to end of same.
- 39.5 14.0 **POTSDAM**, business center; turn left on Market St.
- 39.6 0.1 Turn right across two iron bridges over the Raquette River; cross RRs. (39.9 m & 40.7 m).
- 41.4 1.8 Fork; take the left-hand road, with the heavy telegraph poles. Cross iron bridge (45.8 m) and RRs. (47.6 m & 48.5 m), straight ahead past park (on left) into Main St.,
- 50.4 9.0 **CANTON**, center of city. Go through, crossing two bridges (Grass River—50.6 m) and passing left-hand road immediately beyond. (Gouverneur St., connection to DeKalb Jet. and Gouverneur, and short way to Watertown,

Routes 226 A & 228**Adirondack Section**

without going through Ogdensburg). Also pass left-hand road (51.1 m) by keeping straight ahead on fine macadam (which extends balance of way into Canton St., Ogdensburg).

68.5 18.1 End of Canton St.; turn right on State St., following trolley.

69.0 0.5 **OGDENSBURG**, State & Ford Sts., business center.

Hannan & Henry Motor Car Co., Catherine St.

For city map and points of interest see Ogdensburg Section, page 539.

For diverging routes, see Index map, Ogdensburg Section, page 538.

Route 226A—Connecting Route to Watertown, N. Y.**Making a Plattsburgh-Malone-Canton-Gouverneur-Watertown Route.**

(This is a short-cut into the Ogdensburg-Watertown route, which is followed the last 44.2 miles; mileage reckoned from Malone via the preceding route.)

MILEAGES
Total Intermediate

50.4 50.4 **CANTON**, center of city. Go through, crossing two bridges (Grass River—50.6 m), **taking care not to pass left-hand road beyond the second bridge.**

50.7 0.3 Turn left into Gouverneur St., straight ahead over RRs. (51.3 m & 55.1 m); continue through **Eddy** (P. O. and church—55.6 m), crossing RR. (58.3 m).

58.6 7.9 **E. DeKALB (DeKalb Jct.)**; straight through, crossing RRs. (59.0 m & 60.7 m). At 65.2 m come into the Ogdensburg-Watertown route (picking up telegraph wires from the right); set odometer at 21.4 m and see page 540 for running directions balance of way to Watertown. Total distance Malone to Watertown, 109.4 m; Canton to Watertown, 59.0 m.

Route 228—Elizabethton to Saratoga, N. Y.—97.3 m.

Route map, page 407

Reverse route, No. 201

Main route from the eastern Adirondacks via Schroon Lake, Chestertown and Warrensburg to LAKE GEORGE, thence to GLENS FALLS and SARATOGA, connecting for Albany, Troy, Schenectady, etc. Variable roads (poor dirt to splendid macadam) Elizabethtown to Chestertown; mostly good dirt but hilly Chestertown to Lake George; State macadam Lake George to Glens Falls and Saratoga. This route improves year by year, especially by the gradual extension of state macadam.

MILEAGES
Total Intermediate

(Set odometer at 0 in front of either the Windsor Hotel or Deers Head Inn.)

0.0 0.0 **ELIZABETHTOWN**, the main north-and-south street.

Start south, crossing iron bridge (3.8 m) and passing "Hunters' Home" (hotel on right—6.7 m); ascend long, bad grade along ravine (7.9 m), crossing iron bridge (8.1 m)—sharp curve (9.1 m)—to fork (10.3 m). Keep left on main road, passing club house (on left) and crossing small iron bridge at Underwood (11.7 m); ascend and descend numerous grades—sharp curves (14.2 m & 14.4 m)—crossing several small bridges to fork (23 m).

Bear left on narrow, winding but main road up 15% grade (23.8 m); cross iron bridge (24.2 m) and keep right at fork or 3-corners (27.3 m). Continue direct up and down frequent grades, crossing iron bridge (29.5 m) into village of

31.8 31.8 **SCHROON LAKE**, Leland House, by left turn; Ondawa House, 0.1 mile ahead.

Straight ahead across iron bridge (32 m), keeping right at fork just beyond; thence along the western side of Schroon Lake—direct but various grades and frequent sharp curves. At fork (36.6 m) keep left on main road to

37.6 5.8 **TAYLORS-ON-SCHROON**. Taylors Hotel, 0.4-mile by left turn to shore of lake.

Continue on main road, crossing stone bridge (38.3 m) and winding along lower western side of Schroon Lake, straight ahead past Fair Grounds (on right—40.9 m), into Pottersville* (41.4 m). Go through, passing left-hand road a short distance below the town (the old road* over the mountain), following State macadam along the western side of Loon Lake. At lower end of lake turn left, direct on main-traveled road into

* When the Blue Book car covered this route the new State Road along the western side of Loon Lake was nearly complete, but could not then be traveled; it will undoubtedly be in shape for use during 1910, cutting out a long, bad stretch between Pottersville and Chestertown on the old route. We give here outline directions and approximate distances for the new and better way, but would be glad to receive more specific information of the next 10 miles from some tourist making the run early in 1910.

50.3 12.7 **CHESTERTOWN**, Chester House.

Turn 90° right, straight ahead—numerous grades and frequent sharp curves—past ponds (on left—51.4 m & 54.3 m); continue through toll-gate (59.6 m—16c toll) into village of Warrensburg (63.1 m). Direct through, avoiding right fork (63.2 m); cross iron bridge (63.5 m)—caution for sharp curves along deep ravine. Continue through 2nd tollgate (67.6 m) and past left-hand road (68.4 m)—leading north along the west side of Lake George) to

69.1 18.8 **LAKE GEORGE**.

Follow trolley through village, striking macadam (69.3 m—1908); shortly ascend long grade—high-speed trolley crossing (69.9 m)—thence on good but winding road along precipice—2nd dangerous crossing of car-tracks (71.1 m). Drive carefully to and through hamlet of Frenchmont (72.9 m); pick up (76.6 m), cross (76.9 m) and follow trolleys on macadam into Glen St. to center of (city map. page 429).

78.3 9.2 **GLENS FALLS**, Glen, Ridge & Warren Sts.

Rockwell House.

Miller Bros. Garage Co., 12 Maple Ave.

Empire Auto Co., Warren St.

Direct through with trolleys down 8% grade, crossing bridge over the Hudson River (78.6 m); immediately ascend 8% grade, following car-tracks to watering trough at S. Glens Falls (79.1 m). Turn right with trolleys on Saratoga Ave. direct on State macadam to fork (85.3 m); keep left on main road past pond (on right—85.8 m)—sharp curves (88 m), straight ahead through hamlet of Wilton (89.7 m).

(Mileage for 4 miles below Wilton estimated while new road was under construction, fall 1908). Follow macadam to fork or right-hand road where trolley is met (96.2 m), turning right into Maple Ave., Saratoga; cross RR. tracks (96.8 m), direct down Maple Ave. to intersection of Lake Ave. (97.2 m). Turn right on Lake Ave. to Town Hall, on right at intersection of Broadway; turn left down Broadway,

97.3 19.0 **SARATOGA**, Town Hall, Broadway & Lake Ave.

United States Hotel, Broadway.

Hotel American-Adelphi, Broadway.

Grand Union Hotel, Broadway.

U. S. Hotel Garage, rear of U. S. Hotel.

Ketchum's Garage, Broadway, near Union.

For city map, see Saratoga Section, page 381.

Route 229—Elizabethtown to Ticonderoga, N. Y.—35.0 m.

Route map, page 407.

Reverse route, No. 230.

Connecting route to Lake Champlain.

MILEAGES
Total Intermediate

0.0	0.0	ELIZABETHTOWN , Main St. Start east on macadam.
0.4	0.4	Cross bridge and immediately curve left on macadam.
4.1	3.7	5-corners; bear slightly left and continue on macadam, curving right into
8.4	4.3	WESTPORT . Prominent 4-corners; Westport Inn on left. Straight through.
9.3	0.9	Branch road; turn right on macadam, avoiding left-hand road just beyond. Macadam ends (13.4 m); continue on hilly dirt road—good surface—across RR. (13.6 m). Caution for sharp right turn (15.4 m).
15.5	6.2	Left-hand road; turn left with poles, shortly descending long hill, across concrete bridge (18.2 m).
18.7	3.2	FORT HENRY . Concrete fountain in 3-corners; bear left past Village Hall (on right—18.8 m) and under RR. (19.0 m).
19.7	1.0	Fork just beyond iron bridge; bear left on narrow, winding road along rocks—caution for sharp hidden curves (20.9 m & 21.2 m). Follow poles on narrow, sandy road.
24.2	4.5	Fork; bear left with poles, crossing small iron bridge (25.7 m) into
26.1	1.9	CROWN POINT . Stone watering trough at 4-corners; straight through upgrade.

Adirondack Section

Route 231

- 26.6 0.5 Fork; bear left with poles—fine view from top of hill just beyond. Cross branch RR. (28.1 m) and after crossing very small stone bridge
- 28.4 1.8 Turn right with branch line of poles, avoiding left-hand road (30.0 m). Go through "Street Road"—small hamlet (32.0 m).
- 33.1 4.7 Branch road; turn right with branch line of poles.
- 34.4 1.3 Stone watering trough at irregular 4-corners; turn left with poles into Exchange St.; cross small bridge and RR.
- 35.0 0.6 **TICONDEROGA.**

Burleigh House on right.

For connecting routes, see Index map, Adirondack Section, page 407.

THE WESTPORT INN WESTPORT, N. Y.



On the Shore of Lake Champlain, ninety miles North of Saratoga, forty miles South of Plattsburgh and Lake Placid.

June 15th to October 1st

H. P. Smith, Manager

Route 231—Ticonderoga to Elizabethtown, N. Y.—35.0 m.

Route map, page 407.

Reverse route, No. 229.

MILEAGES

Total Intermediate

- 0.0 0.0 **TICONDEROGA**, Main & Exchange Sts. Start west on Exchange St.; cross RR. (0.1 m).
- 0.6 0.6 Stone watering trough at irregular 4-corners; turn right with poles, avoiding left-hand road (1.0 m), which leads to Schroon Lake.
- 1.9 1.3 End of road; turn left with poles, past cemetery (on right—3.1 m).
- 3.4 1.5 Fork; bear right with lighter line of wires, avoiding right-hand road (5.0 m).
- 5.6 2.2 End of road; turn square left across very small bridge

HOTEL BURLEIGH, TICONDEROGA, N. Y. C. H. MITCHELL, Prop.

One mile from the Old Fort Ticonderoga, which is being rebuilt at the cost of several million dollars. The Burleigh is the nearest hotel to Baldwin's Dock on Lake George, and only two miles from the Addison Junction Ferry across Lake Champlain. Special attention given to tourists. Garage in connection.

- cross RR. switch (6.9 m), shortly ascending very steep, winding grade. View of the lake and mountains. Shortly descend steep grade into
- 8.9 3.3 **CROWN POINT.** Stone watering trough at 4-corners; straight through on good dirt road.
- 9.5 0.6 Fork on grade; bear left with branch telephone line. **Caution** for narrow, winding road along rocks (13.8 m), coming into S. Main St. Go under RR. (16.0 m) past Town Hall (on left—16.2 m).
- 16.3 6.8 **PORT HENRY.** Fountain in prominent 3-corners; bear right down winding grade.
- 16.6 0.3 Fork; bear left upgrade across concrete bridge (16.8 m)—still ascending hill with poles.
- 19.5 2.9 End of road; turn right with poles—**caution** for sharp left curve at top of hill (19.6 m). Descend steep, winding grade across small wooden bridge (20.4 m).
- 20.8 1.3 Fork at cemetery on left; bear right downgrade across RR. (21.4 m), coming on macadam (21.6 m). Avoid right-hand macadam (25.6 m).
- 25.7 4.9 End of road; bear left into
- 26.6 0.9 **WESTPORT, N. Y.** Westport Inn on right at 4-corners. Straight ahead across small stone bridge (26.8 m).
- 26.9 0.3 Prominent fork; bear left on macadam.
- 31.1 4.2 5-corners; bear slightly right on macadam.
- 34.6 3.5 End of road; curve right across stone bridge into
- 35.0 0.4 **ELIZABETHTOWN, The Windsor. The Maplewood. Deer Head Inn.**

For connecting routes, see Index map, Adirondack Section, page 407.

Route 231—Ticonderoga, N. Y., to Burlington, Vt.—54.1 m.

Route map, page 407.

Reverse route, No. 231A.

Via Chimney Point Ferry. Mostly good dirt roads; one bad stretch between Chimney Point and Pantton.

Descriptive Outline—Leaving Ticonderoga on Exchange St., we follow a pleasant, winding road past Miller Mountain into **Crown Point**. Near Crown Point is Bulwagga Bay, on the shore of which Champlain fought the Iroquois in 1609. Ruins of the old fort at **Crown Point** may be seen to the right. At **Port Henry**, the wealthiest village in Northern New York, a ferry is taken to Chimney Point. On the right, as we cross the lake, may be seen the ruins of the old Fort St. Frederic (1731). On the same peninsula was built the English Fort Amherst (1759)—both well preserved. There are many beautiful views along the lake, and lake steamers touch at Port Henry and Fort St. Frederick. **Chimney Point** is the old Point a la Chevelure of history, located at the narrows in Lake Champlain. For several miles the shore of Lake Champlain is followed, then cross country to **Vergennes**, a pretty little village. To the left of **Shelburne** on the lake is a model farm, owned by Dr. W. Seward Webb.

0.0 0.0 **TICONDEROGA, Main & Exchange Sts.**

Start west on Exchange St.; cross RR (0.1 m)

Adirondack Section

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- 0.6 0.6 Stone watering trough at irregular 4-corners; turn right with poles, avoiding left-hand road (1.0 m), which leads to Schroon Lake.
- 1.9 1.3 End of road; turn left with poles, past cemetery (on right—3.1 m).
- 3.4 1.5 Fork; bear right with lighter line of wires, avoiding right-hand road (5.0 m).
- 5.6 2.2 End of road; turn square left across very small bridge; cross RR. switch (6.9 m), shortly ascending very steep winding grade. View of the lake and mountains. Shortly descend steep grade into
- 8.9 3.3 **CROWN POINT**; stone watering trough at 4-corners. Straight through on good dirt road.
- 9.5 0.6 Fork on grade; bear left with branch telephone line. **Caution** for narrow, winding road along rocks (13.8 m), coming into S. Main St. Go under RR. (16.0 m) past Town Hall (on left—16.2 m).
- 16.3 6.8 **PORT HENRY**. Fountain at 3-corners. Bear right down steep grade.
- 16.6 0.3 Fork; bear right downgrade across small wooden bridge and RR. to
- 16.9 0.3 **CHIMNEY POINT (STEAM) FERRY**. Charge 65c, car and driver; 15c each passenger. Ferry leaves every other hour on the odd hour. Straight ahead upgrade from ferry landing, past Chimney Point; P. O. (on right—17.0 m).
- 17.1 0.2 3-corners; bear left on good gravel road along shore of Lake Champlain.
- 23.5 6.4 Branch road—sign “Vergennes 7½ m.” Bear right on clay stretch.
- 24.5 1.0 End of road; turn square left past stone house (on right)
- 26.6 2.1 **PANTON, VT.** Wooden church on left. Turn square right. (For Westport Ferry run straight ahead 0.1 mile, turning square left, direct to ferry). Cross iron bridge (27.7 m).
- 30.9 4.3 4-corners; turn square left across 2 iron bridges over Otter Creek into
- 31.4 0.5 **VERGENNES**. Stevens House on left. Straight ahead on Main St.
- 32.1 0.7 Fork; keep left on new road under RR. (32.3 m) and through covered bridge (33.7 m).

TRUFFAULT-HARTFORD
SHOCK ABSORBER

The Blue Book
cars covered over 60,000
miles in 1909. This was made
possible by the TRUFFAULT-HARTFORD
SHOCK ABSORBER.
Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 231 A

Adirondack Section

- 34.2 2.1 **FERRISBURG**; P. O. on right; straight through
- 35.6 1.4 Fork; both roads lead to Burlington; keep right, avoiding right-hand road (36.7 m). Descend steep grade; caution for sharp right turn through covered bridge (37.3 m) up steep grade beyond, through prominent 4-corners (38.1 m).
- 41.9 6.3 End of road; turn right upgrade past quaint old church (on left—42.2 m).
- 42.5 0.6 3-corners; curve left upgrade past store on right into
- 47.2 4.7 **SHELBURNE**. Park on right; straight ahead through covered bridge (47.7 m).
- 47.8 0.6 Fork; keep left upgrade, joining trolleys (52 m).
- 53.3 5.5 Prominent fork; bear left on St. Paul St.—leaving trolley.
- 54.1 0.8 **BURLINGTON, VT.**, Main & St. Paul Sts. **Van Ness House & Garage** on left.

For diverging routes, see Index map, Burlington Section, Vol. 2.

Route 231A—Burlington, Vt., to Ticonderoga, N. Y.— 54.1 m.

Route map, page 407

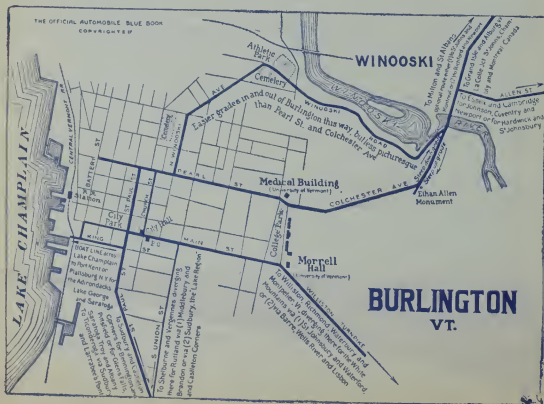
Reverse route, No. 231

Via Chimney Point Ferry. Mostly good dirt roads; one bad stretch between Pantan and Chimney Point. Descriptive outline in Route No. 95.

MILEAGES

Total Intermediate

- 0.0 0.0 **BURLINGTON**, St. Paul & Main Sts.; south on St. Paul St., macadam, joining trolley (from left—0.8 m). Where trolley turns right (1.2 m) keep straight ahead.
- 5.0 5.0 Fork; keep left, curve right downgrade through covered bridge (6.4 m) on fine gravel.
- 6.9 1.9 **SHELBURNE**, park and flagpole in fork; keep right on clay-gravel through several 4-corners, descending steep grade.



For variant through Starksboro, see Note (a).

- 11.6 4.7 3-corners; curve right past quaint church (on right—11.9 m).
- 12.1 0.5 Branch road, turn left. Go through covered bridge (16.8 m), avoiding right-hand road (17.4 m) through covered bridge (20.4 m).
- 21.7 9.6 Fork; curve right on new road under RR. (21.8 m) into Main St.
- 22.7 22.7 **VERGENNES**, Stevens House and park on right; straight ahead downgrade across 2 iron bridges (22.9 m).
- 23.2 0.5 4-corners; turn square right (sign "Panton 4 m") on good dirt road across iron bridge (26.4 m).
- 27.5 4.3 **PANTON**, end of road; turn square left past wooden church.
- 29.6 2.1 Right-hand road just beyond stone house, turn right.
- 30.6 1.0 End of road; turn right along shore of lake; good gravel road. Pass Chimney Point P. O. (on left—37.1 m).
- 37.2 6.6 **Port Henry (Steam) Ferry**.
Ferry charge 65c, car and driver; 15c each passenger. Ferry leaves every other hour on the even hour.
Straight out from ferry landing, across RR., upgrade into
- 37.8 0.6 **PORT HENRY, N. Y.**, concrete fountain at 3-corners; bear left past Town Hall (on right—37.9 m) and keep right under RR. (38.1 m).
- 38.8 1.0 Fork; bear left on narrow winding road along rocks—use extreme caution.
- 43.3 4.5 Fork; bear left with poles upgrade, shortly descending hill across small iron bridge (44.8 m) into
- 45.2 1.9 **CROWN POINT**, stone watering trough at 4-corners; straight ahead upgrade.
- 45.7 0.5 Fork; bear left upgrade, with poles; view of lake and mountains at top. Cross branch RR. (47.2 m) and very small stone bridge.
- 48.5 2.8 Branch road; turn right on good gravel, with poles.
- 52.2 4.7 Fork; bear right with branch telephone line.
- 53.5 1.3 Stone watering trough at irregular 4-corners; turn left with poles into Exchange St., across RR. (54.0 m) into
- 54.1 0.6 **TICONDEROGA, N. Y.**, Main & Exchange Sts., Burleigh House on right.

For connecting route, see Index map, Troy-Albany Section, page 211.

Route 233—Ticonderoga, N. Y., to White River Junction, Vt.—81.4 m.

Reverse route, No. 233A.

Roads average only fair; clay to Brandon; very steep climb over Green Mountains.

Descriptive Outline—Ticonderoga, a historic town near the foot of Lake Champlain, is the starting point for tourists to the Adirondacks and Green Mountains, and trips to Lakes George and Champlain. It was near Ticonderoga that Lord Howe was killed; but more interesting historical points are on our way toward the ferry; 1¼ miles from the hotel is a monument commemorating the battlefields of 1669 and 1798. Further along, on a hill to the right, commanding an excellent view of Lake Champlain, is old Fort Ticonderoga, restored 1909. Crossing the

Route 233

Adirondack Section

ferry to Larrabee's Point, where in summer lake boats may also be taken, we traverse a flat clay country to Sudbury; **Hyde Manor** lies $\frac{3}{4}$ of a mile to the right. **Brandon** (22 m) on Otter Creek is noted for its marble quarries, iron deposits and kaolin. Lake Dunmore and Silver Lake are among the nearby attractions. Leaving Brandon we begin the ascent over the Green Mountains, which, though precipitous, is very picturesque. At the summit, on the left, is Mt. Horrid; the descent is no less steep; finally coming into the valley of White River, at **Lower Rochester**.

At Bethel we turn right, still following the White River. Near South Royalton (63.0 m) is the monument to Joseph Smith, the Mormon. The route continues down the White River Valley into **White River Junction**, where connection is made for the **White Mountains** and the **Lake Winnepesaukee** districts.

MILEAGES

Total Intermediate

0.0	0.0	TICONDEROGA , Main & Exchange Sts. North on Main St. across iron bridge (0.1 m).
0.2	0.2	4-corners; turn right.
0.3	0.1	Fork; bear right.
1.2	0.9	Battle Monument in fork. Bear left—right leads to battlefields of 1669-1798. Cross RR. at Addison Jct. station (2.0 m) direct to
2.2	1.0	LARRABEES' POINT (MOTOR) FERRY . Ferry runs on signal; charge \$1.00. Straight out from ferry, curving left and right in front of hotel.
2.8	0.6	Right-hand road; turn square right, curving left across small wooden bridge and immediately right across RR. (3.3 m). Winding clay road, very bad when wet.
5.3	2.5	Fork; bear left past white schoolhouse (on right—5.8 m). Go over RR. bridge (6.2 m), curving right across RR. (6.6 m).
8.3	3.0	End of road; turn square left—sign, "Randall." Go through cross-roads (8.6 m)—right-hand road is Route 552 to Manchester.
9.1	0.8	ORWELL, VT. hotel on right at 4-corners.
9.2	0.1	Fork; bear left.
11.7	2.5	3-corners; turn right.
11.9	0.2	Left-hand road; turn square left.
13.8	1.9	SUDBURY . End of road, stone schoolhouse on left; turn square left (right leads to Hyde Manor —0.8 m). Pass cemetery (on left—15.3 m).
15.6	1.8	Right-hand road; turn square right downgrade, curving right around schoolhouse (16.2 m), avoiding left-hand road just beyond. Curve left through covered bridge (18.2 m); cross RR. (20.7 m).
22.0	6.4	Fork; curve right across stone bridge.
22.1	0.1	Cemetery and brick church on right. Turn square left into Main St.
22.2	0.1	BRANDON , Brandon Inn on left, park on right; straight ahead past Soldiers' Monument (on right).
22.5	0.3	4-corners; turn square left—sign, "Rochester 17 m."
22.8	0.3	Fork; bear right—sign, "Rochester"; caution for sharp right curve (23.4 m).

Adirondack Section

Route 233

- | | | |
|------|------|--|
| 23.6 | 0.8 | End of road; jog left and immediately right—sign, "Rochester." |
| 24.2 | 0.6 | Irregular 4-corners; turn left—sign, "Rochester." |
| 25.1 | 0.9 | FORESTDALE. Fork; bear right with poles, past P. O. (on right). |
| 25.3 | 0.2 | Irregular 4-corners; curve right—sign, "Rochester," Avoid left-hand road (26.0 m) and ascend steep grade. Cross iron bridge (26.7 m) and continue up very much steeper grade, winding with high water-bars to top (30.3 m). Descend easier grade; very winding road along stream. |
| 35.7 | 10.4 | WEST ROCHESTER. End of road; turn square right across small bridge, past P. O. on left. Go through covered bridge (37.8 m). |
| 39.6 | 0.6 | LOWER ROCHESTER. End of road beyond covered bridge; turn right through village on good dirt road along river— caution for narrow winding stretch (43.3 m). |
| 45.8 | 6.2 | STOCKBRIDGE, P. O. on right at 4-corners; straight through. Pass spring of very fine water (46.2 m). Go over steep hill, with water-bars (47.7 m) and through covered bridge (48.3 m), crossing RR. just beyond. |
| 48.5 | 2.7 | End of road; turn left with poles. |
| 49.2 | 0.7 | 3-corners; curve left across small iron bridge. Caution for sharp right curve (50.0 m). |
| 50.1 | 0.9 | End of road; turn left downgrade through |
| 50.4 | 0.3 | GAYSVILLE, P. O. on left |
| 54.2 | 3.8 | End of road, turn square left—sign, "Bethel." |
| 55.8 | 1.6 | End of road; curve left across iron bridge (56.1 m) and under RR. |
| 56.2 | 0.4 | BETHEL. Fork immediately beyond underpass; curve right upgrade (left leads to center of village and Bethel Inn —0.2 m). Cross RR. (57.2 m, 58.5 m & 59.5 m). Go through covered bridge (59.6 m). |
| 59.7 | 3.5 | End of road; turn right (left is Route 355 to Montpelier). Caution for right curve under RR. (60.4 m) with sharp left curve beyond into |
| 61.0 | 1.4 | ROYALTON, station on left; keep left of small park (61.1 m), avoiding left fork (61.5 m). Curve left under RR. and immediately right (61.6 m), following White River through covered bridge (63.0 m). Avoid right-hand road, leading across iron bridge (63.1 m) and continue along river through |
| 68.0 | 7.0 | SHARON. Continue down easy grades, going under RR. (70.1 m) through |
| 73.9 | 5.9 | WEST HARTFORD, station on left Go under RR trestle (76.5 m), curving left into |
| 79.8 | 5.9 | HARTFORD |
| 79.9 | 0.1 | Fork; bear right downgrade on fine wide macadam. |

Route 233 A

Adirondack Section

- 81.0 1.1 Right-hand road at large brick school. Turn right through covered bridge (81.1 m) and under RR.
 81.2 0.2 End of road; turn square left, curving right to
 81.3 0.1 **WHITE RIVER JUNCTION, VT.**, park in front of station.

Junction House, on right.

Miller Bros, Garage.

For diverging routes, see **Index Map**, Rutland Section, Vol. 2.

Route 233A—White River Junction, Vt., to Ticonderoga, N. Y.—81.3 m.

Reverse route, No. 233

Mostly good dirt roads to lower Rochester; very difficult climb over Green Mountains to Brandon. Balance rough clay; roads very bad when wet. Descriptive outline in Route No. 93.

MILEAGES
 Total Intermediate

- 0.0 0.0 **WHITE RIVER JUNCTION**, park in front of Junction House; start north, curving almost immediately left to first right.
 0.1 0.1 Turn square right under RR. and through covered bridge.
 0.3 0.2 Brick school on right; turn square left on wide road along White River into
 1.5 1.2 **HARTFORD**. Straight ahead on main road, passing under RR. trestle (4.8) through
 7.4 5.9 **WEST HARTFORD**; avoid right fork (7.7 m) and continue under RR. (11.2 m), ascending easy grade through
 13.2 5.9 **SHARON**. Follow main road along river; avoid left-hand road, leading across iron bridge into South Royalton (18.2 m). Go through covered bridge (18.3 m), avoiding right-hand road (18.7 m). Go under RR. (18.7 m), keeping to right of small park into
 20.3 7.0 **ROYALTON**, RR. station on right; curve right under RR.; **caution** for blind left turn beyond (21.0 m). Avoid left-hand road (21.4 m) leading across RR. and through covered bridge.
 21.7 1.4 Fork; bear left through covered bridge—sign “Bethel 4 m”—cross RR. (21.8 m); **caution** for right turn across tracks (22.8 m). Cross branch RR. (24.1 m).
 25.0 3.3 **BETHEL**, branch road in lower edge of village; straight ahead leads to Bethel Inn—0.2 m. Curve left under RR. and cross iron bridge (25.2 m).
 25.5 0.5 Branch road; curve right. Cross iron bridge (26.9 m).
 27.0 1.5 Prominent right-hand road—sign “Rochester”; turn square right (straight ahead leads to Barnard and Woodstock).
 30.9 3.9 **GAYSVILLE**, P. O. on right; straight ahead upgrade.
 31.1 0.2 Fork at top of hill; bear right downgrade—**caution** for sharp left curve (31.3 m). Cross iron bridge (31.6 m).
 32.1 1.0 3-corners just beyond iron bridge; curve right—sign “Pittsfield.”

Adirondack Section

Route 233A

- 32.7 0.6 Branch road; turn right downgrade (straight ahead leads to Rutland, Route 438). Cross RR. and through covered bridge, curving left up steep grade with waterbars into
- 35.5 2.8 **STOCKBRIDGE**, P. O. ahead on left at 4-corners; straight through along river; **caution** for narrow winding stretch (38.0 m).
- 41.7 6.2 Left-hand road; turn square left through covered bridge, and cross RR. (42.0 m).
- 42.3 0.6 End of road just beyond iron bridge; turn left.
- 43.3 1.0 Fork at schoolhouse on right; bear left—sign “Brandon.” Go through covered bridge (43.5 m) into
- 45.6 2.3 **WEST ROCHESTER**, P. O. on right; cross iron bridge and turn immediately left up easy grade, becoming steeper. Ascend very steep winding grade to top (51.0 m). Descend very steep grade with high waterbars for one mile—**use extreme caution**. Continue downgrade on better road.
- 56.0 10.4 4-corners; curve left into
- 56.2 0.2 **FORESTDALE**, P. O. on left; pass white church (on left); cemetery (on right—56.7 m).
- 57.1 0.9 4-corners; turn right with poles downgrade.
- 57.7 0.6 Jog left and immediately right with poles—**caution** for sharp left curve (57.9 m).
- 58.8 1.1 Cross-roads; turn square right into
- 59.1 0.3 **BRANDON**, monument on left; straight on past park.
- 59.2 0.1 End of street in front of cemetery; turn square right, curving left across stone bridge (59.3 m). Cross RR. (60.6 m) and go through covered bridge (63.1 m).
- 65.1 5.9 Irregular 4-corners; curve sharp left around schoolhouse, and descend grade.
- 65.7 0.6 End of road; turn square left past cemetery (on right—66.0 m).
- 67.5 1.8 **SUDBURY**, stone schoolhouse on right; turn square right. Straight road ahead leads to **Hyde Manor** (0.8 m).
- 69.4 1.9 End of road; turn right.
- 69.6 0.2 3-corners; turn left through
- 72.2 2.6 **ORWELL**, hotel on left at 4-corners; go through 4-corners
- 73.0 0.8 Right-hand road; turn square right—sign “Larrabee’s Point.” Cross small iron bridge and RR. (74.7 m).
- 74.8 1.8 Fork; curve left on rough clay road over RR. bridge (75.1 m). Follow winding clay road, very bad when wet, across RR. (78.0 m).
- 78.5 3.7 End of road; turn left, curving left in front of hotel (79.0 m) and immediately right to
- 79.1 0.0 **Ticonderoga Ferry** (ferriage \$1.00; runs on signal). From ferry landing run straight ahead across RR. (79.3 m—Addison Junction station on left). Pass left-hand road just beyond, leading to old Fort Ticonderoga. Pass Battle Monument (on left—80.1 m).

Routes 237 and 239

Adirondack Section

81.1 2.0 4-corners; turn left into Main St. across iron bridge.

81.3 0.2 **TICONDEROGA, N. Y.**, Main & Exchange Sts., The Burleigh ahead on right. For connecting routes, see Index map, page 407.

Route No. 237—Lake Placid to Plattsburg—58 m.

Leave **Stevens House** and go east to Mirror Lake; take first left turn and follow same around end of lake to third left-hand turn. At forks take left-hand road to main road. Turn left here and follow main road to High Falls (10 m).

Pass straight on and at forks with yellow house on left; turn right up long hill; pass road, leading to left; continue straight on to Upper Jay (18 m). Turn left here, covered bridge on right. Keep straight on road, winding through pine woods on top of mountain. Follow Electric Power line to Ausable Forks (36 m).

Straight on and follow river through Clintonville to Keeseville (42 m). Just beyond turn north and keep straight on to Peru (48 m). Keep on through town, keeping on State Road through South Plattsburg to Plattsburg (58 m); **Hotel Champlain** (Bluff Point, 4 miles below the city); **Ideal Garage**, 11 Charlotte St.

Fair mountain roads.

Route 239—Paul Smiths to Lake Placid—25 m.

Take macadam road from hotel; at forks 1-4 mile beyond stables turn right and follow telegraph line across railroad (3.5 m), station on right; 1½ miles beyond station turn south down short hill across bridge and follow wires to Saranac (15 m).

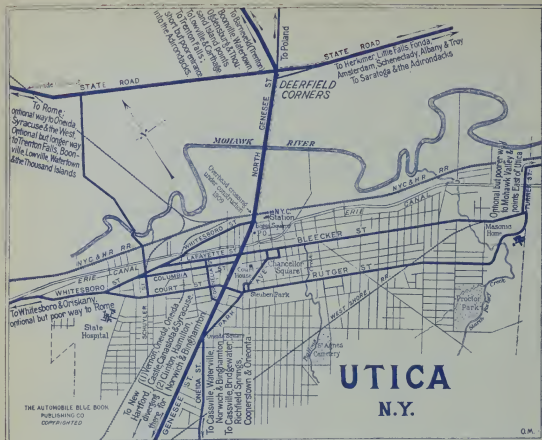
Passing through town to lake, turn left here and follow lake across railroad and take left fork straight uphill through pine trees and follow wires, passing through Algonquin (20 m). Still follow wires to Lake Placid (25 m); **Stevens House**, **White Face Inn**.

Road very sandy and hilly after leaving Saranac; stone road Paul Smiths to Saranac.

FACTS ABOUT THE BLUE BOOK.

The OFFICIAL AUTOMOBILE BLUE BOOK is the recognized standard automobile guide of the United States. It has been published for the past seven years, and ninety per cent of those who tour do so with the aid of these books.

Four cars each with a crew of two experienced route finders and topographers prepared the matter for the 1910 books. Other route books, local guides or route cards are based on the OFFICIAL AUTOMOBILE BLUE BOOK. Every so-called touring club or bureau uses this book as a basis for its information. The purchase of a BLUE BOOK insures all the information for an enjoyable trip. The four volumes cover approximately 150,000 miles of road description, with text matter illustrated wherever necessary with maps, making it impossible for the tourist using a BLUE BOOK to go astray.



Map showing routes through Utica, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

When in Utica, N. Y., stop at The Bender Garage Company's Garage

58 ELIZABETH STREET

Corner Park Avenue, on Chancellor Square Park.

See Blue Book Map of Utica, N. Y.

The largest and most centrally located Garage, and the one nearest the business district, and all hotels, of any in Utica.

Tourists from the east and west approach through Genesee Street to Elizabeth Street, and turn east, two blocks.

Tourists from the south approach through Oneida Street and Park Avenue, to Elizabeth Street.

Look for Chancellor Square Park.
Tourists. First-class repair department.

Special attention given to
Garage open day and night.

HOME PHONE 667

BELL PHONE 1133

ST. JAMES HOTEL

SHAW AND CAMPBELL

UTICA, NEW YORK

Hot and Cold Running Water in Every Room

25 Bath Rooms en Suite American Plan

One block from Official Garage.

Direct line State Roads

Special Attention to Automobilists

UTICA, N. Y., SECTION

Routes 241 to 260.

Route 241—Utica to Syracuse, N. Y.—50.6 m.

Route map, page 436.

Reverse route, No. 293.

Via New Hartford, Vernon, Oneida Castle and ONEIDA, skirting the lower edge of Canastota; thence just above Chittenango and through PAYETTEVILLE. State macadam—complete or building—more than half way. 1909. (For the Utica-Rome-Syracuse route, see No. 242.)

MILEAGES

(For this and optional exits, see Utica city map, opposite.)

Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | UTICA , Genesee & Bleeker Sts., business center. Start southwest on Genesee St., following car-tracks through Oneida Sq. (Soldiers' Monument on right—0.8 m); cross West Shore RR. (1.9 m) and D. L. & W. RR. (3.1 m). |
| 3.5 | 3.5 | NEW HARTFORD ; straight through suburban village, bearing right with trolleys at brick school in fork (3.6 m), past golf club (on right—4.3 m). |
| 4.6 | 1.1 | Cross RR. and immediately turn left with macadam. |
| 6.6 | 2.0 | Turn right with the macadam (Clinton road ahead). |
| 8.4 | 1.8 | Come—at bad angle—into the old direct road; immediately cross RR. and continue straight ahead over iron bridge (8.6 m), through Kirkland village —road now unmistakable macadam for several miles. |
| 14.9 | 6.5 | Cross-roads (macadam 4-ways) ; route from Rome comes in from the right. Straight ahead, slowing down for auto-traps (1909) at Vernon. |
| 16.9 | 2.0 | VERNON ; straight through small village—caution for dangerous crossing of steam and electric lines (19.1 m). |
| 20.0 | 3.1 | SPECIAL CAUTION for dangerous left turn under RR. at Sherrill station , and immediate right turn along tracks |
| 20.5 | 0.5 | Turn right under RR. and immediately left on north side of tracks. |
| 21.1 | 0.6 | Turn left over RR. bridge and immediately right; cross iron bridge and RR. at Oneida Castle station (22.2 m), taking care not to pass next right-hand road (on which the trolley runs). |

TURN NORTH AT ONEIDA — NINE MILES TO

HOTEL ST. CHARLES

on Oneida Lake, Sylvan Beach

Lake 7 Miles Wide, 21 Miles in Length

Modern Hotel. Rooms en Suite and with Baths. European Plan.
Finest Bathing Beach in Up-State New York. **Ample Accommodations for Cars.** Open June 25th to September 5th.

- 22.3 1.2 Leaving the unimproved turnpike straight ahead, turn right for somewhat longer, but better way through Oneida; pass under RR. (22.5 m), following Main St. to branching of trolley lines, near center of
- 23.5 1.2 **ONEIDA**, Main St. & Lenox Ave.
Turn left with one line of trolley into Lenox Ave., passing under RR. (24.9 m).
For **Sylvan Beach, Hotel St. Charles**, take William St. direct to Oneida Lake (9 miles).
- 25.9 2.4 **5-corners**; turn diagonally right—again on the direct turnpike. Continue through 4-corners at **Wampsville** (26.9 m—Madison Co. Court House over to right); pass right-hand road leading into Canastota (29.1 m), and immediately cross RR.
- 34.2 8.3 **Important fork at Sullivan** (a few scattered houses only); unless going through Chittenango—for which take the left-hand road upgrade, 6/10-mile farther and more hilly—keep to right on the lower road. Straight ahead through prominent 4-corners (35.8 m—many signs), crossing Chittenango Creek (36.0 m), thence on main turnpike through **Mycenæ** (a few scattered houses only—38.5 m). Cross West Shore RR. at Fayetteville station (42.5 m), picking up (from left—42.7 m) and following trolley downgrade into
- 43.0 8.8 **FAYETTEVILLE**; go through with the car-line, crossing iron bridge (43.1 m) and paying from 4c to 8c at each one of two tollgates (45.4 m & 48.1 m). Leave trolleys to right (48.5 m) by keeping straight ahead on main road, upgrade; descend corresponding grade (48.7 m).



Large-scale map of the main-traveled route between Syracuse and Utica.

The Syracuse Stop^{is} at O'Donnell's Grill

This is the Grill of the connoisseur. The service is "high speed"; everything "runs easy" because the "transmission" of your order is accurate. If your "body" is "tired" rest here; if your "feed" has not been good, stop here; if you are troubled with "dry cells" we have the remedy—and the bill will not cause you to "back-fire" any remarks.

Enter on either Fayette or Clinton Street

O'Donnell's Grill

Syracuse, N. Y.

crossing trolley (48.9 m). Pick up (from right—49.1 m) and follow car-tracks on E. Genesee St., bearing slightly right along narrow park (50.0 m) to a break in the direct line of E. Genesee St. at farther end of Fayette Park (50.4 m).

50.4 7.4 Jog right with trolleys on S. State St. and immediately left, following car-tracks across N. Y. C. RR. (50.5 m) to

The Onondaga, Warren & Jefferson Sts.

Yates Hotel, E. Genesee & Montgomery Sts.

O'Donnell's Grill, Clinton & Fayette Sts.

Bissell's Garage, 109 S. State St.

For city map and points of interest, see Syracuse Section, page 479.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.

Route 242—Utica-Rome-Oneida-Syracuse Line—62.3 m.

Route map, page 438.

Reverse route, No. 294.

Using the standard route to Rome (16.3 m—via Deerfield and the State Road on the north side of the Mohawk River), thence nearly south to a connection with the Utica-Syracuse direct route (26.6 m), which is followed balance of way to Oneida, Fayetteville and Syracuse.

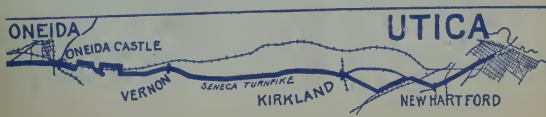
MILEAGES
Total Intermediate

(For this and optional exits, see Utica city map, page 434.)

0.0 0.0 **UTICA**, Genesee & Blecker Sts., business center.

The regular northward exit from Utica (crossing the N. Y. C. tracks at Genesee St., near the depot), may be out of use during 1910 by the construction of an overhead viaduct. In that case, some way around will probably be made; otherwise it will be necessary to inquire locally the best temporary way to Deerfield, picking up the schedule at that point.

Start north on Genesee St. — trolleys — crossing lift bridge over Erie Canal (0.1 m); leave car-tracks to right



In connection with which see map of the Rome Triangle (page 438).



ROME, N. Y. NOONAN'S GARAGE

Noonan's Tool and Machine Works, Prop.

**Largest and Best Equipped
Garage in the State**

State Road in all Directions

STANWIX HALL

**A Strictly First Class Hotel With
All Modern Conveniences**

Make Rome an overnight stop.
Ask for our directory to points of local
and historical interest.



(0.3 m) by keeping straight ahead through Begg's Sq.—very dangerous crossing, N. Y. C. RR. immediately beyond. Cross iron bridge (old channel Mohawk River), following single trolley through old tollgate (0.8 m—autos exempt) and across wood bridge (0.9 m—new channel Mohawk River) into

- 1.3 1.3 **DEERFIELD VILLAGE.** Turn left on macadam (sign, "Rome"); cross RR. (3.5 m) and continue through 4-corners (stone schoolhouse on left—6.3 m). **Special caution** for deceptive and dangerous bridge on curve (9.4 m, 2 or 3 fatal accidents), then direct on macadam, picking up trolley (15.1 m). Follow tracks into Dominick St., crossing iron bridge over Mohawk River (16.0 m) and Black River Canal bridge (16.1 m) to center of

- 16.3 15.0 **ROME, Dominick & James St.**

Stanwix Hall Hotel, James St., near Dominick St.

A. S. Noonan, Garage, Dominick St., near James St.

Turn left on James St., crossing canal bridge (16.4 m).

Caution for very dangerous crossing N. Y. C. RR. (16.5 m). Continue out S. James St.—brick, then bad dirt road for short distance, becoming macadam at the city line; avoid left-hand road leading to County buildings by following the main-traveled macadam.

Route 244**Utica, N. Y., Section**

- 20.0 3.7 Turn right with the macadam, going straight ahead through Lowell (a few scattered houses only—22.1 m); continue on macadam—dangerous grade crossing, W. S. RR. (25.7 m).
- 26.6 6.6 Cross-roads (macadam 4 ways); turn right—now on the Utica-Syracuse direct line. Refer to page 435, setting odometer at 14.9 m for running directions and distances balance of way to Oneida, Fayetteville and Syracuse—total distances, Utica to Syracuse via Rome and Oneida, 62.3 miles.

Route 244—Utica to Rome, N. Y.—163.3 m.

Route map, page 438

Reverse route No. 245

Via Deerfield and the new State Road on the north side of the Mohawk River; with the corresponding return route, Rome to Deerfield and Utica.

The completion of the macadam on this line altogether displaces the old dirt road between the two cities via Whitesboro and Oriskany; furthermore, in connection with contemplated improvements, it opens up the prospect of new ways to both Watertown and Lake Ontario points (Pulaski, Oswego, etc.). The Rome-Oneida road will probably also be under construction during 1910, for which reason Utica-Oneida trips will continue for at least a year hence to be made practically altogether via New Hartford, Vernon and Oneida Castle.

MILEAGES
Total Intermediate

(For this and optional exits, see Utica city map, page 434.)

0.0 0.0 **UTICA**, Genesee & Bleecker Sts., business center.

Start north on Genesee St., crossing lift bridge over Erie Canal (1-10 m); thence straight ahead on stone block pavement through Baggs Square (3-10 m) and over many tracks* N. Y. C. RR. Immediately beyond cross bridge over old channel Mohawk River and pick up car-tracks, which follow on fair-to-poor road across the valley "flats."

* Very dangerous grade crossing (1909) to be replaced by an overhead viaduct probably in 1910.

Continue across iron bridge over new channel Mohawk River (9-10 m) and through tollgate (1.1 m—autos alone exempt) to the central 4-corners Deerfield village (1.4 m). Turn 90° left (sign, "Rome") on State Macadam, crossing iron bridge (1.5 m); slow down for dangerous grade crossing, R. W. & O. RR. (3.4 m), straight ahead through prominent 4-corners (5.1 m & 6.3 m).

Passing all roads on right and left, cross small iron bridges (6.7 m, 9.4 m & 11.8 m), descending long even grade (13.5 m), same thorofare becoming E. Dominick St., Rome. Picking up car-tracks (15.1 m), follow same on brick pavement across iron bridge over Mohawk River (16.0 m) and over Black River Canal (16.1 m) to James St., center of

16.3 16.3 **ROME**, Dominick & James Sts.

Stanwix Hall Hotel, James St., near Dominick St.

A. S. Noonan, Garage, Dominick St., near James St.

Route 245—Rome to Utica, N. Y.—16.3 m.

Route map, page 438

Reverse route No. 244

MILEAGES

Total Intermediate

0.0 0.0 **ROME**, James & Dominick Sts., business center.

Start nearly east with trolley on Dominick St., crossing iron bridge over Black River Canal (2-10 m) and larger iron bridge over the Mohawk River (3-10 m); at end of car-line (1.2 m) run straight ahead, up long even grade (2.4 m), crossing iron bridge (4.5 m). Curve right with macadam (5.4 m), crossing small iron bridges (6.9 m & 9.6 m); continue through prominent 4-corners (10.0 m & 11.2 m)—**caution** for bad grade crossing (12.8 m).

Pass right-hand road (13.3 m—sign, "Utica 2 m"), crossing iron bridge (14.8 m), meeting trolleys at 4-corners Deerfield village (14.9 m). Here (unless going farther east along the Mohawk Valley, for which run straight ahead through Deerfield), turn 90° right.

Follow car-tracks through toll-gate (15.2 m—autos alone exempt), crossing iron bridge over new channel Mohawk River (15.4 m) and bridge over old channel (15.9 m). Straight ahead over many RR. tracks,* N. Y. C. RR. and through Baggs Sq. (16.2 m); picking up car-tracks again at this point, follow same over canal bridge (16.2 m) to business center of

16.3 16.3 **UTICA**, Genesee & Bleecker Sts., business center.

Baggs Hotel, Baggs Square.

St. James Hotel, Whitesboro St., near Genesee St.

Westcott Garage Co., Cornelia & Cooper Sts.

Bender Garage Co., Park Ave. & Elizabeth St.

* Very dangerous grade crossing (1909) to be replaced by an overhead viaduct probably in 1910.

Route 247—Utica to Watertown, N. Y.—80 m.

Route map, page 433.

Reverse route, No. 313.

Short through route via Deerfield, Barneveld (Trenton), Remsen, Alder Creek, BOONVILLE, Turin and Copenhagen. Principally fair-to-good dirt road, with an occasional stretch of macadam; a relatively quick through trip in settled weather.

This route takes the nearly-direct line north from Utica over the "Deerfield Hills", with the heaviest grades on the entire line within 7 miles of the start; however, the roads on this stretch have been widened and improved, and usually it is a better as well as a shorter way to Barneveld (Trenton) than the formerly preferred route via Marcy, Stittville and Holland Patent.

MILEAGES
Total Intermediate

0.0 0.0 **UTICA**, Genesee & Bleecker Sts., business center. (For this and optional exits, see Utica city map, page 434.)

[The regular northward exit from Utica (crossing the N. Y. C. tracks at Genesee St., near the depot), may be out of use during 1910 by the construction of an overhead viaduct. In that case, some way around will probably be made; otherwise it will be necessary to inquire locally the best temporary way to Deerfield, picking up the schedule at that point.]

Start north on Genesee St. — trolleys — crossing lift bridge over Erie Canal (0.1 m); leave car-tracks to right

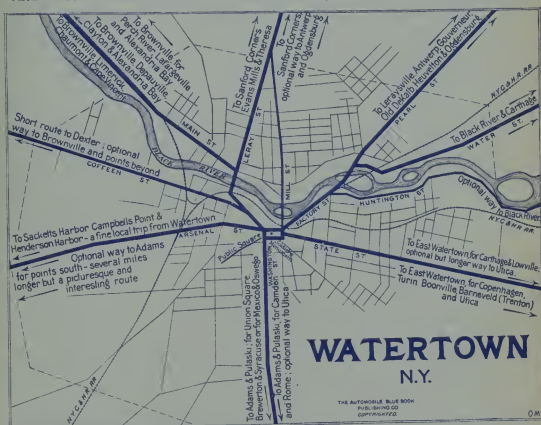
- (0.3 m) by keeping straight ahead through Bagg's Sq.—very dangerous crossing, N. Y. C. RR. immediately beyond. Cross iron bridge (old channel Mohawk River), following single trolley through old tollgate (0.8 m—autos exempt) and across wood bridge (0.9 m—new channel Mohawk River) into
- 1.3 1.3 **DEERFIELD VILLAGE**; straight ahead across State macadam (leaving car-line to right).
- 1.4 0.1 Fork with signboard; take the left-hand road (sign, "Trenton"), following main-traveled highway (dirt), up gradual grade.
- 4.7 3.3 Triple fork with sign; take the middle road, up steeper, winding grades. Continue straight ahead through prominent cross-road (5.8 m), leaving telegraph poles to right. From top of grade (5.9 m) begin easy but winding descent. Pass right-hand road (6.8 m, leading uphill).
- 7.7 3.0 Fork (hotel on right); take the left-hand road upgrade, straight through hamlet of **South Trenton** (9.5 m). Pass right-hand road to Trenton Falls (12.5 m), running onto stretch of macadam. Cross RR. tracks at **Barneveld station** (on right—12.8 m). Pass a second right-hand road (13.4 m, leading to Trenton Falls).
- 13.6 5.9 Central 4-corners, **BARNEVELD** (formerly **Trenton**); turn right at wood watering trough in center of street.
- 13.7 0.1 Cross iron bridge and turn first left beyond, ascending grade with rough spots. Cross RR. (15.5 m), and one mile beyond (16.5 m) cross same track again.
- 17.4 3.7 **REMSEN**; straight through, crossing 2 separate RR. tracks (18.1 m); cross RR. (20.2 m) and immediately beyond cross small, weak bridge (1909). Continue straight ahead through 4-corners at hamlet of **Alder Creek** (24.5 m), running onto macadam.
- 30.9 13.5 End of road at park, lower edge of Boonville; turn left across iron bridge and first right; cross RR. (31 m), straight up Main St.
- 31.5 0.6 **BOONVILLE**, Main & Schuyler Sts., business center. Keep to right of cannon in fork (31.6 m). following Post St. out of town, avoiding right-hand road (31.7 m).
- 34.0 2.5 Prominent fork; take the left-hand road (sign, "Turin, 9 m"), crossing several iron bridges in next few miles. Continue straight ahead through prominent diagonal cross-road (39.4 m).



Utica, N. Y., Section

Route 247

- 41.0 7.0 3-corners; bear left, past wood school (on right, beyond the farthest corner.
- 42.6 1.6 Fork; keep to right on the best road.
- 43.1 0.5 4-corners and band-stand, **TURIN Village**; turn square left, crossing RR. (46.7 m).
- 48.7 5.6 **Avoid good right-hand road** (to Lowville, optional, but longer way to Watertown) by taking left fork, crossing iron bridge 2/10-mile beyond (48.9 m). Straight through 4-corners, **W. Martinsburg** (53.7 m) and through prominent cross-road (55.1 m). Cross log-sided bridge (56.9 m), following direct road for next 9 miles.
- 66.0 17.3 **COPENHAGEN**; cross iron bridge, immediately taking right fork at Soldiers' Monument. Cross RR. (67.2 m).
- 68.8 2.8 Fork; keep to left with telegraph poles.
- 72.1 3.3 Turn left with most travel (wood Catholic church over



Map showing principal routes into, through and out of Watertown, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

to right, before the turn); descend grade (76.6 m—fine view of Watertown in the distance. Pick up trolley (78.9 m), which follow into State St., Watertown, running onto asphalt.

80.0 7.9 **WATERTOWN**, Public Sq., center of city.

New Woodruff House, opposite the square.

Warner Automobile Co., 155 Arsenals St.

State St. Garage, 339 State St.

Watertown is the principal route center in northern New York, and the gateway to most St. Lawrence River-1,000 Island points, including Clayton, from which connection is had by boat with Kingston, Ontario, for nearby Canadian resorts, Ottawa, Montreal, etc.

For diverging routes, see Index map, Watertown Section, page 523.

For through connections, see Trunk-line Index map, page 1B.

Route 249—Utica to Albany, N. Y.—95 m.

Route map, pages 446-7

Reverse route, No. 77.

Main thoroughfare eastward through the Mohawk Valley via Herkimer, Little Falls, Fonda, Amsterdam and Schenectady, entering Albany via the "short line" (State macadam complete 1908). Connecting route Schenectady to Troy via Lathams Corners and Watervliet, making a direct Utica-Troy line.

Road Conditions—The first 30 miles (Utica to East Creek) practically all State macadam, followed by considerable rough and frequently narrow dirt road with occasional improved stretches to Schenectady, then State macadam again to Albany. Some new work will undoubtedly be done on the middle part of this route during 1909 with temporary inconvenience, but as a whole the line will be much more open than in 1907 or 1908.

Important Intermediate Connections—Utica-Saratoga routes leave this main line at either Amsterdam or Scotia (Schenectady), where notes in text refer to separate directions and mileages northward to Saratoga. For connections from Fonda to Lake Pleasant and Indian River, see Route No. 1B, this section.

MILEAGES

Total Intermediate

(For this and optional exits, see Utica city map, page 434.)

(The south side route from Utica via Frankfort, Ilion and Mohawk to Herkimer is in poor shape and no longer used on through trips.)

0.0 0.0 **UTICA**, Genesee & Bleecker Sts., business center, convenient to hotels and garages.

Start north on Genesee St., crossing lift bridge over Eric Canal (0.1 m); thence straight ahead on stone block pavement through Baggs Square (0.3 m) and over many tracks* N. Y. C. RR. Immediately beyond (0.4 m) cross bridge over old channel Mohawk River and pick up car-tracks, which follow on fair-to-poor road across the valley "flats."

* Very dangerous grade crossing (1908) to be replaced by an overhead viaduct.

Continue across iron bridge over new channel Mohawk River (0.9 m) and through toll-gate (1.1 m—autos alone exempt), direct with trolleys past right-hand road (1.3 m) to the central 4-corners Deerfield village (1.4 m). Turn 90° right with car-tracks, which follow to end of line (2.4 m), thence direct on macadam through hamlet of West Schuyler (4.7 m).

Cross several small bridges, gradually nearing RR. and Mohawk River, straight ahead past right-hand road (10.6 m—leading across iron bridge to Frankfort village); 1.6 miles beyond (12.2 m) bear slightly left, upgrade away from RR. Pass Ilion station (on right—12.9 m), again bearing left (14 m) upgrade away from RR. to break in macadam (14.5 m—1908).

At fork just beyond (14.7 m), keep to right across small bridge into Church St., Herkimer, straight ahead to end of same at Main St. (church on left—jail on right). Here (15.3 m) turn 90° right on Main St. through business cen-

SECTION INDEX MAPSFOR LAYING OUT AN
EXTENDED TOUR USESHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.**GRAPHIC TRUNK-LINE CHART**

THE FAMOUS PALMER HOUSE, HERKIMER, N. Y.

Hot and Cold Water in Every Room

Garage in Rear of Hotel

American Plan, \$2 and \$2.50 L. S. LEONARD, Proprietor

C. A. Ross Motor Car Co.

Near Hotel Richmond

Automobiles, Storage, Repairs, Supplies

All kinds of Machine Work

Run in Connection
with Richmond Hotel

Little Falls, N. Y.

ter to but not across RR. tracks—N. Y. C. station in front.

15.6 15.6 **HERKIMER**, Main St., at Albany St.

Palmer House.

Turn 90° left on poor road along north side of RR., straight ahead over branch track (15.8 m) and small iron bridge (16 m); just beyond (16.1 m) cross 2 larger iron bridges (16.1 m & 16.2 m), curving right up 8% grade. Continue on main road over bad trolley crossing (17 m); 2 miles beyond (19 m) again cross same trolley tracks and again (21.5 m), running onto brick pavement (21.6 m); where car-lines fork (22.3 m) keep left on W. Main St. to center of

22.6 7.0 **LITTLE FALLS**, Main St. at business center.

C. A. Ross Motor Car Co., 40 W. Main St.

Follow trolley, curving right (22.9 m) to small park (on left—23 m); here, leaving car-tracks to right—run straight ahead on E. Main St. down 10% grade (caution) under RR. trestle (23.2 m), with sharp right turn under RR. just beyond (23.3 m). Swing left along river past Suspension Bridge (on right—24.4 m)—caution for bad left curve under RR. immediately beyond; thence on main-traveled road up long, easy grade (27.5 m), running through covered bridge over E. Canada Creek (29.8 m—end of macadam 1908).

Curve right leaving bridge, straight ahead on rough dirt road, crossing small iron bridges (30.5 m, 32.2 m & 32.9 m) direct into St. Johnsville (33.1 m); **Ward House** Pass through town, avoiding left fork (34.7 m—to Johnstown); thence direct past old stone church (Palatine Church, on right—36.6 m). Cross iron bridge (36.7 m) and pass left fork (37 m), keeping straight ahead on improved road to hamlet of Nelliston (road to iron bridge on right—39.1 m).

A right turn at this point leads to Fort Plain on the south side of the Mohawk River.

Continue on improved road through Palatine Bridge village (42.1 m—Canajoharie opposite), passing left-hand

HOTEL WAGNER

F. C. ROSER, Proprietor

CANAJOHARIE

NEW YORK

road (42.5 m); cross small wood bridge (43.4 m), following narrower road around brow of hill (43.8 m) to Sprakers station (on right—45 m). Cross iron bridge (46.2 m), thence winding, but direct to Yosts station (on right—48.2 m); just beyond cross spur RR. track (48.3 m) onto stretch of fine gravel. Nearing Fonda (53.2 m), cross single track RR. (F. J. & G. steam line) and iron bridge over creek immediately beyond; meeting trolley line (53.3 m) curve right, following tracks to center of

53.5 30.9 **FONDA**, RR. station on right.

Fonda is a frequently useful entrance from Mohawk Valley or western points into the Adirondacks via Johnstown and Gloversville; (see route 79 to Lake Pleasant and Indian River.

Straight ahead along RR. and river, crossing small iron bridge (56.8 m); thence on fine new macadam (1908) up long 7-8% grade—**caution** for high-speed trolley crossing (58.7 m). Curve right (58.8 m) through hamlet of Tribes Hill (58.9 m); at once descend 10% grade with very bad high speed trolley crossing half way down (59.2 m).

Pass brick Power House on left at foot of grade (59.6 m), curving left over concrete trolley bridge (61 m) and immediately right; pass Aiken station (on right—61.2 m), straight ahead over trolley tracks (61.5 m & 62.1 m) into Guy Park Ave., Amsterdam. Continue direct to intersection of Caroline St. (no sign, 1908—63.1 m—exactly 1 mile from last trolley crossing), turning 90° right on Caroline St. 1 block to Division St. (brick—trolley). Turn 90° left on Division St., following car-line to end of Division St. at Market St. (64.1 m); turn 90° right on Market St. 1 block to Main St., central 4-corners of

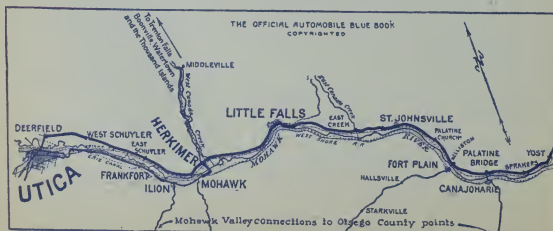
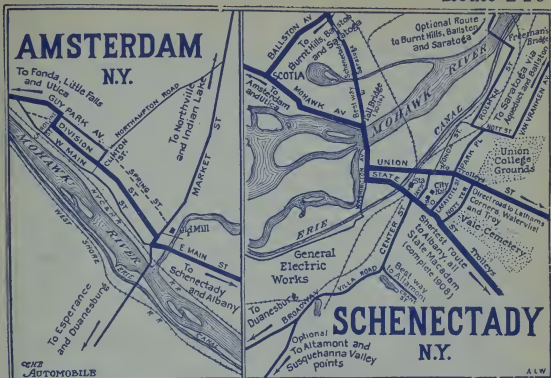


Diagram of Trunk Line Highway Through the Mohawk Valley, Connecting



The locally unacquainted tourist will find a minute's study of either one of these city diagrams worth while.

64.2 10.7 **AMSTERDAM, Main & Market Sts.**

Hotel Warner, Main St.

Barnes Hotel.

Dave's Garage, rear Hotel Warner.

Green & Warnick, Garage, rear Hotel Barnes.

For Ballston or Saratoga by the shortest way, leave this (Utica-Albany) main line here, changing to the separate Amsterdam-Ballston-Saratoga route, pages 476-487. This is a fair connection, but the corresponding line via Scotia (Schenectady), though somewhat longer, is materially better.

Turn left on E. Main St., following car-tracks on brick pavement—caution for left curve of road (65.3 m)—trolleys go straight ahead on private right of way). Cross branch RR. (65.8 m) and run under RR. trestle (67.7 m); ½ mile beyond (68.2 m) pass left-hand road (uphill to Glenville, Ballston and Saratoga), keeping straight ahead on narrow, poor dirt road along RR. through Hoffmans (70.8 m).



Utica, Herkimer and Little Falls to Amsterdam, Schenectady, Albany and Troy.

Route 249

Utica, N. Y., Section

Continue over iron bridge in woods (72.2 m), curving right over RR. bridge (72.4 m) and immediately left; thence straight ahead with general course of high-speed trolley, crossing same (74.9 m). At fork (75.5 m) keep right, again over same tracks, crossing RR. a short distance beyond (75.8 m); picking up local trolleys (78 m), follow same into the village of Scotia (78.6 m).

For Ballston or Saratoga by the best way, leave this (Utica-Albany) main line here, changing to the separate Scotia-Ballston-Saratoga route, pages 486-487.

Straight ahead through town, curving left with trolleys (78.7 m); $\frac{1}{2}$ mile beyond (79.2 m), turn right across iron



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100 Yards from Main Highway between Albany and Buffalo

BARRETT STREET NEAR STATE STREET

bridge (Mohawk River—10c toll) into Washington Ave., Schenectady. Pass Union* St. (2nd left—79.5* m) to foot of next street (3rd from bridge); turn 90° left (79.6 m) with car-tracks on State St., direct on stone block pavement over canal bridge (79.9 m) to RR. viaduct, center of

80.0 15.8 **SCHENECTADY**, State St. at RR. viaduct.

Edison Hotel, at RR. station.

The New Vendome, State St., east of RR. station.

Mohawk Hotel and Baths, S. Center St., near State.

Glenn's Restaurant, 422 State St.

Close Bros., Garage, 405 Smith St.

Burtiss Garage, Barrett St., near State St.

* For Latham's Corners and Troy, or points north or east through either Latham's Corners or Troy, leave this (Utica-Albany) main line here by turning 90° left into Union St., picking up the Schenectady-Troy connection, page 485.

Upon completion—summer 1908—of the new State macadam on the direct line, this becomes not only the shorter but the better way between Schenectady and Albany, displacing the alternate route via Latham's Corners and the Troy Road—used for several years past on account of long delay in the improvement of the Old Turnpike.

Continue through on State St.; at park (80.2 m) keep left with interurban trolleys—pavement for 1.8 miles, then State macadam (completed in 1908 from 82 m to Albany City Line). Pass through small village (90.7 m) and under N. Y. C. RR. (91.3 m), same thoroughfare becoming Central Ave.—Washington Ave., Albany.

Direct (city pavement met at 92.4 m) to and alongside State Capitol (on right—94.7 m), turning right in front of same and next left (94.8 m) with car-tracks into State St. Descend "Capitol Hill"—stone blocks—to intersection of Pearl St. (about midway between State Capitol and lower business center),

95.0 15.0 **ALBANY**, State & Pearl Sts. See city map, page 213.

The Ten Eyck, State St., near Capitol.

Hampton Hotel, State St. & Broadway.

The Kenmore, North Pearl St., near State.

Albany Garage Co., 30 Howard St.

Taylor Automobile Co., 35 Orange St.

Ketchum's Garage, Washington St. & Northern Blvd.

For diverging routes, see Index map section, page 211.

For through connections, see Trunk-line Index map, page 1B.

Route 249A—Schenectady to Troy—14.7 m.

The main route eastward through the Mohawk Valley connects for Troy and routes diverging therefrom, as easily as for Albany; distances reckoned (as a convenience to through travel) from Utica by making the left turn from Washington Ave. into Union St. at 79.5 in the text of the preceding route, avoiding the stone pavement and car tracks of State St.

Route 250

Utica, N. Y., Section

(Running from Schenectady to Troy otherwise than as part of the through trip from points west, see map, page 447, for best way into Union St.)

MILEAGES
Total Intermediate
79.5 79.5

SCHENECTADY, Washington Ave. & Union St.

Here (leaving the Schenectady-Albany main line), turn 90° left into Union St.—asphalt, no trolleys; thence straight ahead over canal bridge and under N. Y. C. RR. (79.9 m). Cross local trolley (80.1 m), running straight ahead past Public Library and Union College grounds (on left); again cross local trolley line (80.3 m).

Where Schenectady-Troy car-tracks come in from the right (81.5 m), run straight ahead with same (practically balance of way to Troy), passing through Lathams Corners (crossing of the Albany-Cohoes-Saratoga route) at brick power house (on right—90.4 m). Continue direct (trolleys leave for short distance but return), same thoroughfare becoming 19th St., Watervliet; cross RR. (93.1 m) and canal bridge (93.7 m) to toll bridge at the Hudson River (93.8 m). Cross bridge (13c toll) to second street beyond (94.1 m); turn 90° left up River St. to 1st St. (hotel in front).

94.2 14.7 **TROY**, River & 1st Sts.

Hotel Rensselaer, on right.

Route 250—Amsterdam to Saratoga—31 m.

By means of these short connecting links, tours from Mohawk Valley points and West, routed to Saratoga or the Lake George-Lake Champlain country, may turn off at either Amsterdam or Schenectady, reaching destinations at a considerable saving of time and mileage as compared with carrying the same lines into Albany or Troy, or north from there.

Follow Route No. 1, which see for full running details and mileages, through the Mohawk Valley to business center of Amsterdam, from which point distances beyond are figured. Data in part from 1906 Official Glidden Tour program.

MILES

(Amsterdam city map, page 447.)

- 0.0 Follow trolley out East Main St.
- 2.0 At end of town road bears left, leaving trolleys.
- 2.5 Cross trolley tracks, and cross again (at 4 m).
- 5.0 At end of macadam turn left up steep grades.
- 6.0 Pass road to left, and through cross-roads (at 7 m).
- 7.5 Bear right, then sharp left down short hill to
- 9.0 **GLENVILLE**; at white church turn left.
- 10.0 Pass road on left; and pass another road on left (at 11 m).
- 13.0 Go through cross-roads; pass road on left (14 m) and another road on left $\frac{1}{4}$ mile beyond.
- 16.0 Turn 90° left; at next fork— $\frac{1}{4}$ mile beyond—turn 90° right.
- 17.0 Go through cross-roads; again through cross-roads (at 18 m).
- 20.0 Cross-roads; turn left; 2 miles beyond cross RR.
- 23.0 At fork take right-hand road into
- 23 $\frac{1}{4}$ **BALLSTON**. At end of street turn right into High St.; beyond cross another iron bridge; then turn right into Saratoga Ave.; one block beyond road bears left.
- 29.0 At signboard bear right, crossing RR. beyond.
- 30 $\frac{3}{4}$ Turn left into Broadway.

31.0 **SARATOGA.**

Hotel American-Adelphi, Broadway. United States Hotel, Broadway. Grand Union Hotel, Broadway. U. S. Hotel Garage, rear of Hotel. Ketchum's Garage, Broadway, near Union.

For city map, see Saratoga Section, page 381.

For diverging routes, see Index map Saratoga Section, page 379.

For through connections, see Trunk-line Index map, page 1B.

Route 251—Schenectady to Saratoga, N. Y.—22 m.

MILEAGES

Total Intermediate

0.0 0.0 Here turn left on Ballston Ave., and keep this street direct, using **caution** for running under RR. trestle (1.2 m), passing under RR. just beyond (1.3 m).

Direct on fair dirt road to fork (2 m); here (sign, "Saratoga 19 Miles"), keep to right with heavy electric wires through prominent cross-roads (4 m) and over small iron bridge (4.4 m). Pass left fork (5.2 m), straight ahead over small iron bridge at hamlet of High Mills (6.5 m); at fork immediately beyond curve right (sign, "Saratoga 14 Miles"), through 4-corners at hamlet of Burnt Hills (7.7 m).

Curve right on main road (8 m) and left on main road (8.9 m), direct to 4-corners at white church (11.2 m); here turn 90° right 0.6 mile to 4-corners (11.8 m—store in old house). Turn 90° left, straight ahead over small iron bridge (13 m) and across trolley line (13.4 m); continue through diagonal cross-road (14.2 m) into Church Ave., Ballston. At end of street (15.1 m) jog right and immediately left on Milton Ave., downgrade (with bad RR. crossing midway—15.2 m) into

15.3 15.3 **BALLSTON**, Milton Ave., business center.

Ignoring trolleys altogether, keep straight ahead on Milton Ave.; across small iron bridge (15.4 m) and larger iron bridge (15.6 m); immediately beyond turn 90° right on Saratoga Ave., turning left across interurban trolleys (15.8 m). Thence straight ahead on State macadam, turning left upgrade over RR. bridge (17.4 m) and immediately right along west side of tracks to end of road (19.7 m).

Turn 90° right over stone bridge, keeping left at fork (19.9 m) over RR.; take left also at fork just beyond (20 m), straight ahead on Ballston Ave. through diagonal cross-roads (21.2 m). Cross interurban trolley line (21.4 m), running into Broadway (21.5 m); swing left on Broadway, down slight grade, straight past monument (on right—21.7 m) to

22.0 6.7 **SARATOGA SPRINGS**, Broadway & Lake Ave.

United States Hotel, Broadway. Grand Union Hotel, Broadway. U. S. Hotel Garage, rear Hotel. Hotel American-Adelphi, Broadway. Ketchum's Garage, Broadway, near Union.

Route 253

Utica, N. Y., Section

Route 253—Utica to Kingston, N. Y.—153.1 m.

Route map, page 433.

Reverse route, No. 186.

A new route via Sharon Springs, Cobleskill and the Catskills. Roads fair to poor; one very steep grade descending to the Hudson River.

MILEAGES		(For this and optional exits, see Utica city map, page 434.)
Total	Intermediate	
0.0	0.0	UTICA , Genesee & Bleecker Sts. Follow directions in Route 249 to
42.1	42.1	PALATINE BRIDGE , P. O. on right; brick house on left. Turn square right across long iron bridge over Hudson River into
42.6	0.5	CANAJOHARIE . Hotel on right. At fork just beyond hotel, bear right and immediately left up long grade on Wheeler St.
42.8	0.2	4-corners; turn left on Otsego St., still upgrade.
42.9	0.1	4-corners; turn left on Read St., macadam begins at top of grade (43.4 m).
45.9	3.0	Fork; bear left with poles on macadam, avoiding right-hand road (46.8 m).
48.3	2.4	3-corners; curve left on macadam. Cross 2 iron bridges into
49.1	0.8	AMES , P. O. on left; go over hill on fine macadam.
50.5	1.4	3-corners; curve right across small iron bridge onto dirt road; (to be macadamized 1910). Cross small iron bridge and go up steep hill through gorge into
52.6	2.1	SHARON SPRINGS , P. O. on right Pavilion Hotel over to left. Mansion House on right. Go up long grade, avoiding right fork (53.2 m).
52.3	0.7	4-corners; near top of hill; turn square left—right leads to Cherry Valley.
55.2	1.9	SHARON . Small store on left; straight through with poles. Pass white church (on left—58.1 m).
58.3	3.1	SHARON HILLS . Fork; hotel on left, blacksmith shop on right. Bear right with main line of poles downgrade.
59.1	0.8	End of road; curve right with poles upgrade on rough dirt road.
61.5	2.4	Right-hand road; turn square right between white house and red barn; downgrade.
63.5	2.0	LAWYERSVILLE . Park ahead on left; turn square left past brick church and white house (on left), shortly descending long hill into
65.6	2.1	COBLESKILL . 5-corners at intersection of Main St. Park on right. (Left on Main St. is Route 267 to Albany). Straight through; cross RR. (65.8 m) and through covered bridge.
66.3	0.7	End of road; turn left with poles on direct road past Mineral Springs P. O. (on right—67.9 m).
69.0	2.7	Fork; bear right with poles.

- 71.3 2.3 **EAST COBLESKILL.** Fork just before P. O. on left; bear right—sign, "Middleburg 6 m". Ascend long hill with long descent on rough dirt road, coming onto stone road (75.4 m) to prominent left-hand road, in outskirts of
- 77.3 6.0 **MIDDLEBURG.** Keep straight ahead—left leads across iron bridge into village and **Hotel Baker.** Caution for right and left curves (77.5 m & 77.7 m).
- 78.4 1.1 End of road; turn left through
- 81.7 3.3 **FULTONHAM,** P. O. on right; straight through.
- 82.0 0.3 Fork just beyond iron bridge; bear right on narrow dirt road along hillside, across another iron bridge (83.9 m), avoiding right-hand road just beyond.
- 84.0 2.0 End of road; turn square right on good dirt road, crossing long iron bridge over Schoharie River (84.6 m).
- 85.5 1.5 **BREAKABEEN.** 3-corners; hotel on right. Bear right across iron bridge (85.6 m) and small wooden bridge (85.7 m). Caution for left and right curves (86.5 m). Road becomes very narrow and dangerous along cliff for $\frac{1}{4}$ -mile. **Caution,** no passing.
- 89.9 4.4 Right-hand road; turn square right through covered bridge and iron bridge; **caution** for sharp left turn just beyond into
- 90.8 0.9 **BLLENHEIM.** P. O. on right.
- 91.0 0.2 Fork; bear left through covered bridge.
- 91.3 0.3 Fork; bear left upgrade and keep left upgrade at next fork (91.4 m); cross small bridge (92.2 m). Continue up long grade—fine views from top—road becomes narrow and rough. Caution for sharp right curve (94.5 m).
- 94.8 3.5 End of road; turn square right upgrade, avoiding left-hand road (95.1 m). Descend long steep grade (95.8 m)—road rough and hilly.
- 98.3 3.5 Important 4-corners just beyond small wooden bridge; turn square left across long iron bridge, bearing immediately right at 3-corners beyond. (Right at 4-corners leads to Grand Gorge).
- 98.6 0.3 **GILBOA.** Hotel on left; straight through.
- 99.2 0.6 Fork; keep right along very narrow and dangerous stretch, crossing iron bridge (99.6 m) with sharp right curve just beyond. Note beautiful falls in gorge over to left. Straight ahead, road becoming better, into
- 105.0 5.8 **PRATTSVILLE.** Prominent 4-corners; straight through, across iron bridge (105.1 m).
- 106.1 1.1 Fork; bear right across iron bridge.
- 106.2 0.1 Fork at schoolhouse on left; bear left on narrow road into
- 112.3 6.1 **LEXINGTON.** P. O. on right. Straight ahead, avoiding right-hand road—following poles on direct road.
- 115.2 2.9 Fork; bear right (immediately crossing iron bridge with branch line of poles) into

Route 255

Utica, N. Y., Section

- 120.8 5.6 **HUNTER.** P. O. on right; straight through on good stone road, past several hotels on right and left. Pass synagogue (on right—125.0 m) into
- 125.8 5.0 **TANNERSVILLE.** Hotel Martin. Iron watering trough at irregular 4-corners; straight through past P. O. (on right—126.1 m). Cross 2 RRs. at Haines Falls station (on right) into
- 128.0 2.2 **HAINES FALLS.** Straight through, beginning sharp descent (128.2 m). Magnificent views of gorge ahead. Descend very steep grade of 3 miles; use extreme caution all the way, coming to
- 131.6 3.6 **PALENVILLE.** Hotel on right; bear left at fork in front of hotel past iron bridges on direct stone road.
- 135.1 3.5 Left-hand road just beyond small settlement; turn left across small wooden bridge.
- 136.9 1.8 Left-hand road; turn left across small bridge into
- 137.1 0.2 **QUARRYVILLE.** Caution for right curve downgrade (137.3 m).
- 138.5 1.4 4-corners at hotel on left; turn right with poles through 4-corners (139.3 m) to next 4-corners.
- 140.5 2.0 Turn square left—**caution** for sharp right and left curves (140.6 m). Cross RR. at Saugerties station (on left—141.0 m).
- 141.4 0.9 Concrete watering trough at 3-corners; curve left, bearing right into Market St.
- 141.7 0.3 Stone fountain at end of street; turn left into Main St.,
- 141.8 0.1 **SAUGERTIES,** Main & Partition Sts.; Exchange Hotel on left. Turn square right and follow directions in Route 86 to
- 153.1 **KINGSTON.**

Eagle Hotel, Main St.

Wyltwyck Inn, 40 Main St.

Kingston Garage (James Millard & Sons), 510 Broadway.

Central Garage, 521 Broadway.

Eagle Garage, adjoining Eagle Hotel.

For city map and points of interest, see Kingston Section, page 359.

For diverging routes, see Index map, Kingston Section, page 358.

For through connections, see Trunk-line Index map, page 1B.

Route 255—Utica to Richfield Springs (32.3 m), Coopers-town (49.0 m) and Oneonta, N. Y. (71.4 m).

Route map, page 433

Reverse route, No. 270

Out Genesee and Oneida Sts., through the Sauquoit Valley and Bridge-water to RICHFIELD SPRINGS, thence via Springfield Center and the west side of Otsego Lake to COOPERSTOWN; extended to ONEONTA through Milford. Macadam more than half way, and gradually extending; balance mostly good dirt road.

MILEAGES

Total Intermediate (For this and optional exits, see Utica city map, page 434.)

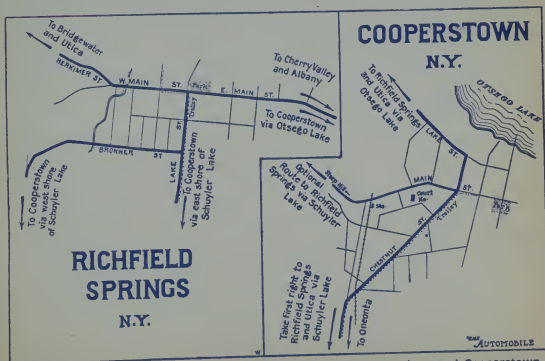
0.0 0.0 **UTICA,** Genesee & Bleeker Sts., business center. Start southwest on Genesee St., following the trolley.

0.8 0.8 **Oneida Sq.,** Soldiers' Monument on right; leave trolley by bearing diagonally left into Oneida St. Cross RR. (1.6

m) and continue straight ahead on macadam, past Forest Hill Cemetery (on left—2.3 m).

- 4.7 3.9 **WASHINGTON MILLS**; straight through small village, crossing RR. (5.4 m), and bearing right on macadam (6.5 m).
- 8.2 3.5 **SAUQUOIT**; straight through small village, bearing left on macadam (8.8 m). Cross RR. (10.0 m, old mill on right).
- 10.1 1.9 **CLAYVILLE**; straight through small village, keeping right on main road leaving town (10.4 m). Avoid numerous roads on right and left, passing **Richfield Junction** station (over to left—12.4 m), bearing right with macadam (12.5 m).
- 12.8 2.7 End of road immediately after crossing small wood bridge; turn left—upgrade—crossing RR.
- 12.9 0.1 **CASSVILLE**; straight through with macadam. Cross RR. (14.3 m) and run through N. Bridgewater (14.5 m). Cross RR. (17.5 m).
- 17.9 5.0 **BRIDGEWATER**; turn left—now on the Cherry Valley Turnpike. Cross RRs. at Bridgewater station (18.1 m & 18.2 m), through **W. Winfield** (21.1 m); cross RR. (23.0 m) and continue through E. Winfield (23.2 m).
- 27.0 9.1 Fork; keep to left on main road, up long grade, with corresponding downgrade.
- 31.3 4.3 **Caution for atrocious RR. crossing at foot of grade**; then straight ahead, across small bridge into Main St.
- 32.3 1.0 **RICHFIELD SPRINGS**, Main & Lake Sts., business center.

Berkeley-Waiontha Hotel, Main St.
Hotel Tuller, Main St.



Map of principal routes into, through and out of Richfield Springs and Cooperstown, N. Y., corresponding to directions for entering and leaving given in the Blue Book routes.

The Hotel, O-te-sa-ga, "MEETING PLACE," ON OTSEGO LAKE

INDIAN NAME FOR COOPERSTOWN, N. Y.



completed and opened for the first season July 12, 1909, is abundantly provided with all the modern comforts and conveniences of the Tourist Hotel of Today.

Being located on the "Scenic Tour" and the New Tour from Buffalo to Boston, and easily accessible to the "Ideal Tour" via Albany, brings the O-te-sa-ga into prominence as a popular stop-over resting place for Automobile Touring Parties.

The O-te-sa-ga will be in readiness for the reception of guests July 1st, 1910.

For full information address until May the first

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CRIST MOTOR CAR CO. Cooperstown N. Y.

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All the facilities for carefully washing, polishing and cleaning your car on time. Full line of supplies and accessories

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THE FIVE (5) MILE POINT INN

On Otsego Lake, COOPERSTOWN, N. Y.

Renowned for Its Dinners—

Open May 15—October 1

Modern in every manner

L. C. MILLARD & SON

Formerly of The Central Hotel, Oneonta, N. Y.

Continue through on Main St., ignoring right turn of the trolley; ascend grade, straight ahead on the turnpike between 2 small lakes, through hamlet of Warren (35.4 m)—fine view of Otsego Lake (37.4 m).

- 38.3 6.0 **Prominent 4-corners** immediately before crossing small bridge; turn right.
- 39.0 0.7 **SPRINGFIELD CENTER**; turn right.
- 39.2 0.2 Keep nearly straight ahead—leaving equally good road to right; from this point it is one main-traveled macadam along the west side of Otsego Lake, passing 5-Mile Pt. (44.1 m) and 3-Mile Pt. (46.0 m). Same road becomes Lake Ave., Cooperstown, which follow to head of Pine St.,
- 49.0 9.8 **COOPERSTOWN**, Lake & Pine Sts.
The New O-te-sa-ga, to the left on Otsego Lake.
Five-Mile Point Inn, 5 m north.
Crist Motor Car Co. Garage.

For business center, turn right on Pine St. (nearly opposite the O-te-sa-ga); at end of Pine St. turn left on Main St. to Chestnut St. (where car-tracks are met)—mileage 49.3 m.

Route 256—Cooperstown to Oneonta, N. Y.—22.4 m.

Route map, page 463

Reverse route, No. 269

MILEAGES
Total Intermediate

(For this and optional exits, see Cooperstown city map, page 455.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | COOPERSTOWN , Main & Chestnut Sts. Start south on Chestnut St., following trolley over RR. (0.7 m); cross trolley (2.7 m), leaving tracks to right by keeping straight ahead on main road over iron bridge (3.0 m). Pass right-hand road (3.1 m—leading to Hartwick village), straight ahead past Hartwick Seminary P. O. (on right—4.3 m). |
| 8.6 | 8.6 | MILFORD ; straight through on macadam, gradually coming along the Susquehanna River. |
| 13.2 | 4.6 | PORTLANDVILLE ; direct through on main road, and through Milford Center (14.5 m). |
| 16.9 | 3.7 | Curve right at Colliers station (over to the left)—caution for winding road through gully (17.7 m). |
| 19.6 | 2.7 | (Connection to Stamford, N. Y., and across the Catskill Mts., by left turn at this point—sign, "W. Davenport"); for Oneonta continue straight ahead. Pick up trolley (21.0 m) and follow same into Main St. to center of |
| 22.4 | 2.8 | ONEONTA , Main & Chestnut Sts. |

Arthur M. Butts Garage.

For city map and points of interest, see Oneonta Section, page 464.

For diverging routes, see Index map, Oneonta Section, page 463.

For through connections, see Trunk-line Index map, page 1B.

Route 258—Utica to Binghamton, N. Y.—94 m.

Route map, page 433

Reverse route No. 355

Oriskany Valley—Chenango Valley line via Clinton, Oriskany Falls, Hamilton, Earlville, Sherburne, NORWICH, Oxford, Greene and Chenango Forks. State macadam for several miles out of Utica, then mostly good dirt road, with occasional stretches of macadam to Binghamton.

(For this and optional exits, see Utica city map, page 434.)

MILEAGES
Total Intermediate

(For alternate, Utica to Earlville via the Sauquoit Valley, through Sauquoit and Waterville, see Route No. 259.)

- | | | |
|-----|-----|--|
| 0.0 | 0.0 | UTICA , Genesee & Bleecker Sts., business center. |
|-----|-----|--|

Start southwest on Genesee St., straight ahead with car-tracks through Oneida Sq. (Soldiers' Monument on right—0.8 m); cross West Shore RR. (grade—1.9 m) and D., L. & W. track (3.1 m), direct across small iron bridge (3.4 m) into the suburban village of New Hartford (3.5 m).

At brick school in fork (3.6 m—sign, "Clinton 5 m"), bear right with trolleys, following same past Golf Club (on right—4.3 m); leaving car-tracks to left just beyond, run straight ahead across O. & W. RR. (4.6 m).

Turn left immediately beyond, keeping on State macadam to fork (6.6 m); here (leaving macadam to right), continue direct on dirt road (probably being macadamized during 1910). Curve left over abandoned canal bed (6.9 m), and immediately right, crossing O. & W. RR.

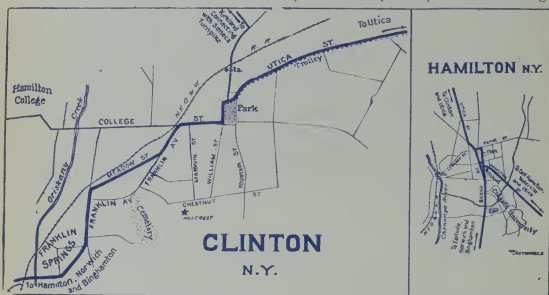
Route 258

Utica, N. Y., Section

(7.1 m); picking up trolleys from left immediately beyond, follow them all the way to and along the right (west) side of village park to farther end of same).

8.9 8.9 CLINTON, Park Row & College St.

Leaving car-tracks to left, turn square right on College St. to but not across RR.; turn left (9.1 m) on road along



Two interesting college towns on this route. Note the arrow top of map "To Kirkland"; by this short cut the Seneca Turnpike (see map page M) is only 2 miles distant from Clinton.

RR., keeping right at fork (9.2 m), direct **through*** village of Franklin Springs* (10.1 m) to right-hand road 0.3 mile below. Turn right (10.4 m), straight ahead across iron bridge (10.6 m) and over RR. track (10.8 m); at end of road just beyond (10.9 m) turn square left—directly down the Oriskany Valley.

* This line goes around Franklin Furnace; if desired, turn right at watering trough and hotel. Franklin Springs (10.1 m), direct to iron furnace. Then left between furnace and "Company" houses to end of road, where turn right across Oriskany Creek, merging with the line already given; same distance.

Continue on main-traveled highway past all right and left-hand roads through hamlet of Deansboro (13.8 m), running along deep ravine into Oriskany Falls (18.1 m). Direct through, but at 4-corners farther end of town (18.5 m—farmhouse in front), turn left across stone culvert over abandoned canal and next right (18.6 m), taking right (upgrade) at next fork (18.8 m).

Straight ahead through 4-corners (20.7 m) running along the west side of Lyons Pond; at fork just beyond (21.3 m) keep left on main road into small town of Solsville (22.1 m). Avoiding right fork just beyond (22.2 m), continue direct across small iron bridge (22.5 m) to end



MICHELIN STOCKISTS

SEE PAGE 10



PARK HOUSE**Head of Broad Street****HAMILTON, N. Y.**

QUIET, HOMELIKE AND COMFORTABLE

Rates \$2.00 and up per day

H. W. McGREGORY, Mgr.

of road (23.1 m); turn square left over canal bed and immediately right, following same through Bouckville (24.5 m).

Passing iron bridge on right, keep straight ahead, bearing left (26.1 m) across RR. at Peeksport station (on right—26.4 m); at fork just beyond (26.6 m), keep to left (up slight grade). Continue on main-traveled road through 4-corners (28.1 m), jogging left (29.3 m) and next right, along west (right) side of park.

29.4 20.5 **HAMILTON**, iron watering trough on left.

Park House head of Broad St.

Continue straight ahead past Colgate University athletic ground (on left—30.0 m); at fork (30.4 m) keep left on main road direct to principal 4-corners, center of

35.8 6.4 **EARLVILLE**.

(Route from Utica, Richfield Springs, etc., via the Sauquoit Valley comes in from the east at this point.)

Direct through, past left-hand road (36.4 m) and across iron bridge (37.4 m); at fork (37.7 m), curve left—avoiding RR., but cross RR. (37.9 m) with right curve immediately beyond. Thence direct over iron bridge (40.3 m), into the village of Sherburne (41.2 m—Rexford Falls—a popular resort for local autoists—is about a mile east of Sherburne, reached by a left turn at center of town).

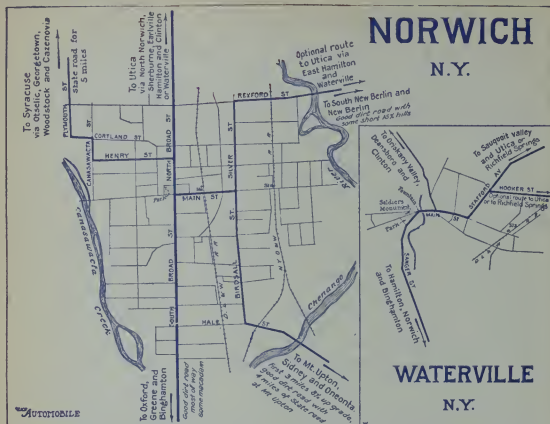
Straight ahead through Sherburne, across iron bridge (43 m), curving right with telegraph poles at school in fork (43.6 m); thence direct to right-hand road 2.4 miles below (taking care not to pass). Turn right (46 m) immediately across iron bridge, passing right fork (46.7 m) to irregular 4-corners just beyond, hamlet of North Norwich (46.8 m).

Here (country stores on opposite corners). turn left, slowing down for dangerous grade crossing. O. & W. & D., L. & W. RRs. (47.5 m), striking macadam (47.6 m—fall 1909). At fork (49 m), curve left with macadam,

TRUFFAULT-HARTFORD
SHOCK ABSORBER

Whew!

Thought you would be
thrown out that time. Wouldn't have
felt it with **TRUFFAULT-HARTFORDS** on
Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.



Map showing principal routes into, through and out of Norwich and Waterville, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

winding along east side of pond and down N. Broad St. to park at Main St., center of

53.1 17.3 **NORWICH**, fountain in center of street.

Straight ahead on South Broad St., over iron bridges (54 m, 55.6 m & 59.3 m) into Oxford (61.1 m); run through, crossing iron bridge (62.8 m), keeping left on main road at fork just beyond (62.9 m). Pass right-hand road (64.6 m), crossing small iron bridge (65 m) to fork (65.2 m).

Keep to right, passing left-hand road (66.7 m) and right-hand road (68 m)—sharp curves, 68.4 m—into hamlet of Brisben (69.2 m). Go through, curving left at 3-corners (70.7 m), across iron bridge (72.2 m) to fork (74.3 m); curve left, straight ahead across bridge over creek (74.6 m) into the center of

74.9 21.8 **GREENE**, Soldiers' Monument on left.

Direct through, descending 5%-7% grade (76.4 m), crossing iron bridge (77.3 m); at fork immediately beyond curve left, straight ahead across small iron bridges (80.4 m & 81.6 m)—caution for 2 grade crossings D. L. & W. RR. (81.9 m & 82.3 m), entering Chenango Forks (82.6 m). Cross iron bridge (82.7 m), keeping right on State macadam at fork immediately beyond; thence across RR. again (82.8 m), running along RR. and Chenango River to fork (84.5 m).

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Leaving the river at this point, curve right, with State macadam, up 8% grade; from top (84.9 m), descend 8% crossing small iron bridge at foot (85.6 m) direct through hamlet of Kattelville (85.7 m). Straight ahead over stretch of dirt road, up and down 6-8% grades; meeting State macadam again (88.5 m—fall 1908), keep same over 2 small iron bridges (89.1 m & 89.2 m), coming closer along Chenango River. Picking up trolley (93 m), follow tracks under RR. (93.3 m) into Front St., Binghamton; at 4-corners by viaduct (93.7 m), turn 90° left across Chenango River, (93.8 m), straight ahead on Court St.,

94.0 19.1 **BINGHAMTON**, Court House, Court St., business center.

The Arlington, Chenango & Lewis Sts., opposite RR. stations.

The Bennett, State, Washington & Henry Sts.

Binghamton Motor Car Co., 172 State St.

For city map, see Binghamton Section, page 553.

For diverging routes, see Index map, Binghamton Section, page 551.

For through connections, see Trunk-line Index map, page 1B.

Route 259—Utica to Binghamton, N. Y.—94.9 m.

Route map, page 433

Reverse route, No. 356

Sauquoit Valley—Chenango Valley line via Washington Mills, Sauquoit, Clayville, Cassville and Waterville to EARLVILLE, connecting with the route already given (the Oriskany Valley-Chenango Valley line) for Binghamton via Sherburne, NORWICH, Oxford and Greene.

This route is a trifle longer—and has more grades—than the line already given via the Oriskany Valley; it is, however, a picturesque and interesting run, and almost equally good time can be made over it.

MILEAGES
Total Intermediate

(For this and optional exits, see Utica city map, page 434.)

0.0 0.0 **UTICA**, Genesee & Bleeker Sts., business center.

Start southwest on Genesee St., following car-tracks to Oneida Sq. (0.8 m—Soldiers' Monument on right); here—leaving trolleys straight ahead, bear diagonally left across the "Square" into Oneida St. (asphalt). Continue direct out over W. S. RR. tracks (1.5 m) onto State macadam, passing Forest Hills Cemetery (on left—2.1 m); curve left (3.1 m) down long, easy grade (3.3 m) through Washington Mills (4.4 m).

Cross iron bridge (5 m) and D., L. & W. RR. (5.1 m) to fork (6.2 m—just beyond brick Catholic Church); here keep right on main road through Sauquoit (7.7 m). Avoiding right fork (8.3 m), follow macadam to end (9.2 m—1908), thence on dirt road, crossing RR. track (9.5 m) into

9.8 9.8 **CLAYVILLE**, center of small village.

Straight ahead over RR. (9.9 m) and small bridge (10.1 m), keeping left on main road (10.2 m); cross small bridge (10.9 m), keeping right on main road at fork (11.1 m) and curving right with macadam (11.4 m). Again curve right at Richfield Junction station (11.8 m), cross-

ing small bridge (12.0 m); just beyond (12.1 m) turn left over small bridge and RR. (12.2 m), ascending grade to

- 12.3 2.5 **CASSVILLE** (Route to Richfield Springs, etc., turns left here).

At stores (where left turn leads to Bridgewater and Richfield Springs), take **right**. Continue one mile direct past schoolhouse and straight ahead through cross-roads just beyond, carefully avoiding left fork at this point.

At next fork (where right leads to RR.), jog short left, then bear right, passing through cross-roads just south of Paris station. Continue with RR., crossing tracks again at Marshall station; at Hubbards Corners (next cross-road), turn sharp left, following RR. and telegraph poles into Stafford Ave., with right turn into Main St.

- 19.1 6.8 **WATERVILLE**, Main St., business center.

Go through, taking left at stone watering trough in fork (19.2 m) and left also at monument in fork immediately beyond, into Sanger St., which follow over RR. track (20.1 m) and across village park, Sangerfield (20.4 m). At fork (22.1 m), keep right on main road, crossing small iron bridge (23.4 m) through small hamlet (N. Brookfield Depot—24.8 m); cross iron bridge just below (24.9 m), keeping **right** on main road at fork (26.3 m) to end of road at Hubbardsville Depot (28.7 m).

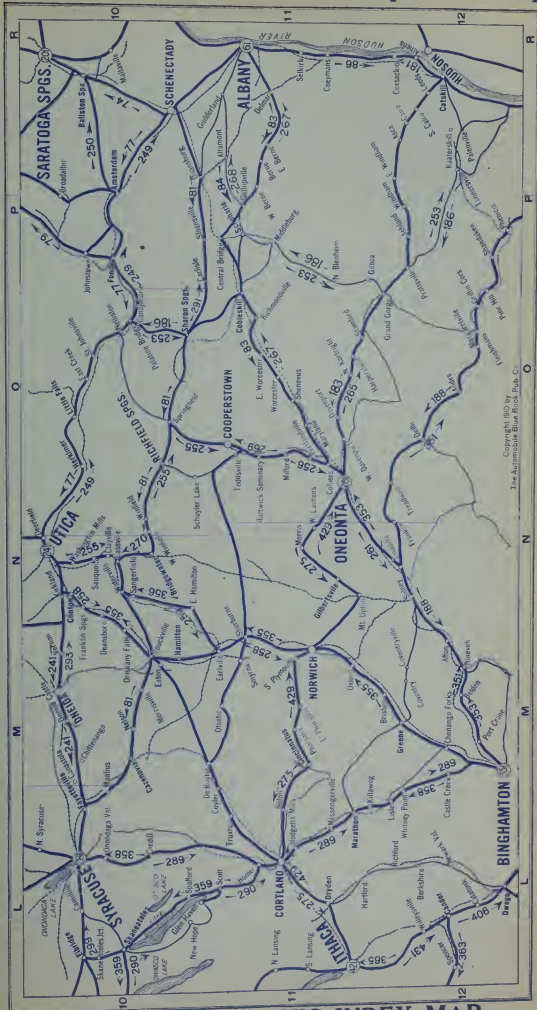
Turn left, straight ahead through hamlet of E. Hamilton (29.9 m), keeping right on main road at fork or 3-corners (31.1 m); continue over RR. track (bad crossing—31.4 m) and small iron bridge (31.5 m), ascending grade—fine view looking back (31.8 m). Just beyond (31.9 m) swing left, running along the Chenango River to 4-corners, at hamlet of Poolville (32.8 m); here turn right. Passing right-hand road (33.2 m), run straight ahead across small bridge (34.9 m) to end of road (35.7 m); turn right immediately across small iron bridge to intersection of the main street of

- 36.2 17.1 **EARLVILLE**.

Turn left—now on the route already given from Utica via Clinton, Oriskany Falls and Hamilton; by setting odometer at 35.8 m to conform with that route, full running directions and odometer mileages will be had on pages 459 all the way to Norwich, Oxford, Greene and Binghamton.

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The compilers of this volume are always glad to receive suggestions or changes necessitated by improvements in certain sections. In the back of this volume will be found blank memorandum pages which will be useful in jotting down notes.



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ONEONTA GRAPHIC INDEX MAP

ONEONTA SECTION

ROUTES 261 TO 280.

Route 261—Oneonta to Binghamton, N. Y.—61.4 m.

Route map, opposite

Reverse route, No. 353

Via Otego, Wellsbridge, UNADILLA, Bainbridge and Nineveh to Harpursville, thence through Sanitaria Springs and Port Crane; with outline of alternate route Harpursville to Binghamton via Windson. Mostly good dirt road, with occasional stretches of macadam.

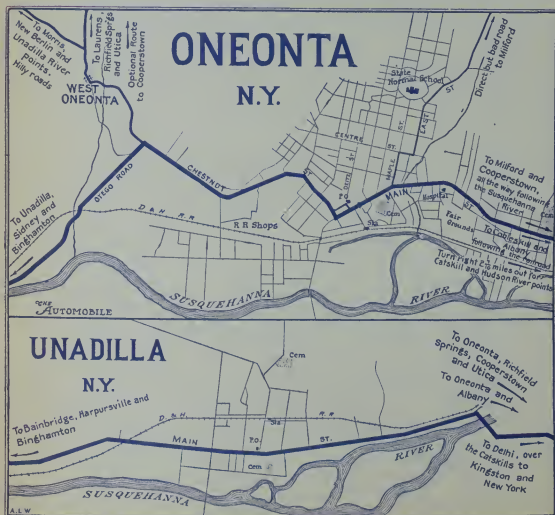
MILEAGES (For this and optional exits, see Oneonta city map below.)
Total Intermediate

0.0 0.0 **ONEONTA**, Main & Chestnut Sts., business center.

Start northwest on Chestnut St.—trolleys, brick pavement—curving left (0.4 m), thence direct to prominent 4-corners (2 m); here turn 90° left with ear-tracks onto State macadam—**caution** for crossing of trolley and RR. (2.4 m). Continue on macadam—bad left curve over RR. (3.4 m), crossing iron bridge (Otego Creek—4 m) and RR. (dangerous grade—5.1 m); pass right-hand roads (5.5 m & 8 m), crossing small iron bridge (8.2 m) into

8.4 8.4 **OTEGO**, center of small village.

Direct through, crossing small iron bridge (9.2 m) up 8% (10 m) and down (10.5 m) short 8% grade; cross



Map showing routes through Oneonta and Unadilla corresponding to directions for entering and leaving given in the Blue Book routes.

Hotel Bishop

Unadilla, N. Y.

CHAS. BISHOP & CO., Proprietors

A most comfortable Stopping Place for
Automobile Tourists. Special Attention
to Touring Parties.

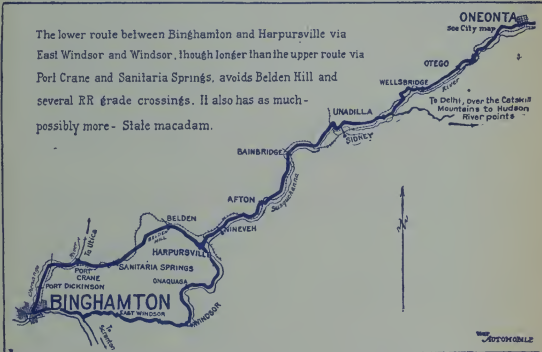
THE UNADILLA HOUSE

1st Tourist—Hello! Where did you stop last night?
2d Tourist—At the Unadilla House in Unadilla.
1st Tourist—Did you get good accommodations there?
2d Tourist—You bet, fine; everything first-class, homelike and up-to-date. Garage
attached. Make it your aim to get there tonight and you will be well pleased.

A. FLUCKIGER, Proprietor

UNADILLA, N. Y.

The lower route between Binghamton and Harpursville via
East Windsor and Windsor, though longer than the upper route via
Port Crane and Sanitaria Springs, avoids Belden Hill and
several RR grade crossings. It also has as much—
possibly more—State macadam.



small iron bridge (11.2 m), running along river and RR.
to left-hand road at Wellsbridge station (12.8 m). Turn
90° left, immediately across RR. and bridge (Susque-
hanna River), curving right (12.9 m) direct to fork or
3-corners (14 m); keep left on main road to right-hand
road (14.3 m—sign, "Unadilla," "Binghamton").

Turn right—caution for bad right curve downhill (15.5
m), running through covered bridge (16.3 m), direct to
and across long iron bridge (Susquehanna River—16.8
m). At end of road immediately beyond turn left into

17.6 9.2 UNADILLA, Main St. at business center.

Unadilla House; Hotel Bishop.

Here intersect the Kingston-Binghamton route, No. 188, by setting odometer at
97.4 M, full running directions and odometer mileages will be had balance of
way to Binghamton—61.4 miles from Oneonta.

Section Index Maps SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.
FOR Laying Out an EX-
TENDED TOUR USE **Graphic Trunk-Line Chart**

Route 265

Oneonta, N. Y., Section

Route 265—Oneonta to Catskill, N. Y.—76.7 m.

Route map, page 364

Reverse route, No. 183

Through line (upper route) across the Catskill Mountains via the Davenport, Stamford, Grand Gorge, Windham and Cairo. Mostly good dirt roads throughout; relatively few grades (for mountainous country)—none really difficult; telephone wires nearly all the way.

See map, page 512, for the numerous connections of this route, the most important of which are naturally the main roads up and down the west side of the Hudson River at Catskill (the east side route easily reached, however, by the Catskill-Greendale or the Athens-Hudson ferry). The map also shows the connection from Prattsville on the Catskill route to Tannersville, Saugerties, Palenville, etc., full running directions and mileages for which will be supplied in the next edition.

(For this and optional exits, see Oneonta city map, page 464.)

(This route follows the Susquehanna Valley, 2.7 miles before a right turn is made toward the Catskills.)

MILEAGES Total Intermediate

0.0 0.0 **ONEONTA**, Main & Chestnut Sts., business center.

Start east on Main St.—trolleys, brick pavement; at end of pavement (0.6 m) keep straight ahead on poor road, running into State macadam at end of car-line (1.3 m). Thence direct **1.4 miles only** to right-hand dirt road (2.7 m); leaving macadam at this point, turn right, straight ahead over bad RR. crossing (3 m) and iron bridge (Susquehanna River—3.2 m).

Several dangerous grade crossings next 6 miles, particularly during the frequent summer train service.

Ascend 8% grade—**caution** for bad RR. crossings (3.7 m, 4.9 m, 5.4 m & 5.6 m); continue through cross-roads (5.8 m), curving left at white church (6 m), over RR. tracks again (7 m & 7.3 m) and through covered bridge (7.7 m). Again cross RR. (8.4 m) and small iron bridge at Davenport Center, straight ahead through Davenport (12.9 m); cross small bridges (15.6 m & 16.9 m), keeping right (downgrade) on main road at fork or 3-corners (18.1 m).

Cross bridge (18.2 m), direct on narrow road through woods, keeping left on main route (19.2 m) through hamlets of W. Harpersfield and Harpersfield (20.8 m); cross small wood bridge (20.9 m), straight ahead upgrade (22.5 m) through tollgate (22.9 m—no toll). Avoiding left fork downhill (23.1 m), follow main road up and down grade to fork just before reaching Stamford; here (25.6 m), curve right down long grade, passing small lake* (on left—26.4 m*) into and upgrade to the center of

27.1 27.1 **STAMFORD**, P. O. on left.

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.

BUTTS' HOTEL

OPEN FROM
MAY 1
TO
NOV. 1



Special Attention to
Automobile Parties



Top of the Catskill
Mountains
Elevation 2,900
Feet



GARAGE
ATTACHED

John J. Barry, Proprietor

EAST WINDHAM GREEN COUNTY NEW YORK

Direct through town, across RR. (27.4 m) and through tollgate (28.5 m—no toll); keep to right on main road at fork immediately beyond and also right at next fork (29.8 m), following RR. Pass left-hand road (33.2 m—leading over RR.), direct across small iron bridge (34.3 m), curving left into the town of

34.9 7.8 GRAND GORGE.

Straight ahead on main route, with frequent fine views; cross small wood bridge (37.1 m), descending 12% grade (38.7 m—with small bridge at foot of same). Pass left-hand road (38.9 m), turning 90° left (39.6 m) across iron bridge over Schoharie Creek, and next right, straight ahead into

40.0 5.1 PRATTSVILLE (connection here for Tannersville and Saugerties; see map page 364).

Cross iron bridge (40.2 m), passing Fair Grounds (on right—41 m); at fork just beyond (41.1 m) leave road leading across iron bridge to right, **keeping to left** around large rock—fine views just beyond—into hamlet of Red Falls (42.5 m). Cross small iron bridge (42.7 m)—**caution** for sharp left curve at edge of creek (43 m); thence direct across small iron bridge (44 m) through Ashland (45.9 m).

Route 267

Oneonta, N. Y., Section

Cross small iron bridges (46.4 m & 48.5 m), passing right-hand road leading across iron bridge (49.9 m), winding along creek into Windham (51 m). Cross iron bridge (51.2 m), ascending grade with fine view of valley; keep right on main road at fork (52 m)—sharp right curve, 53.1 m—crossing small wood bridge (53.8 m) and small iron bridge (54.3 m) to top of grade at

57.0 17.0 **EAST WINDHAM** (one of the finest views in the Catskills).

Butts Hotel, at summit.

At fork (57.2 m), keep left on main road along edge of deep ravine; run slowly on good road down long grade, keeping to right with telegraph poles (59.8 m) through S. Durham (60.4 m). Continue downgrade across several small bridges through hamlet of Aera (64 m); pass right-hand road (65 m), curving left (65.3 m) across small wood bridge (65.5 m), past Fair Grounds (on left—66.1 m) into

67.1 10.1 **CAIRO**, center of town.

Straight through across RR. (67.8 m), down gradual grade along Catskill Creek—**caution** for bad RR. crossing (70.3 m); striking macadam immediately beyond, follow same across RR. again (71.3 m) and over stone bridge at Leeds (73 m). Picking up trolley here, follow same downgrade (75.8 m) under RR. trestle, past right-hand road (76.1 m—leading across concrete bridge); at watering trough in fork (76.4 m), keep left with trolleys into

76.7 9.6 **CATSKILL**, Main & Bridge Sts. **Grant House**.

For continuation of this route down the west side of the Hudson River see Route 86—Albany-Kingston.

Route 267—Oneonta to Albany, N. Y.—84.9 m.

Route map, page 463

Reverse route, No. 83

Fair to good dirt road to West Berne; balance fine State macadam.

MILEAGES
Total Intermediate (For this and optional exits, see Oneonta city map, page 464.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | ONEONTA , Main & Chestnut Sts. Start nearly east on Main St.—trolley, brick pavement. Trolley ends (1.4 m). Pass right-hand road (2.8 m) where Stamford-Catskill road turns right. Caution for winding road through gully (4.7 m). |
| 5.5 | 5.5 | COLLIERS , P. O. ahead on right at 4-corners; turn sharp right through covered bridge (5.6 m) and under RR. at Cooperstown Junction station (6.4 m). |
| 6.5 | 1.0 | Cross RR. and immediately curve right on good dirt road, past white church (on right—7.2 m), coming on macadam (11.2 m) into |
| 12.0 | 5.5 | MARYLAND , hotel on right; straight through on macadam, which ends (14.9 m). |
| 19.6 | 7.6 | End of road; turn right downgrade. |
| 20.5 | 0.9 | 3-corners; bear right on macadam across small iron bridge through |

Oneonta, N. Y., Section

Route 267

- 20.7 0.2 **WORCESTER**, Central Hotel on left; macadam ends (21.2 m). Follow good dirt road, some rough spots, through
- 25.3 4.6 **EAST WORCESTER**, P. O. on left.
- 26.2 0.9 Left-hand road just beyond RR. crossing; turn square left on good dirt road—some sandy spots—through
- 32.4 6.2 **RICHMONDVILLE**, Westover House on right at 4-corners; pass white church (on left—35.4 m).
- 36.2 3.8 Irregular 4-corners just beyond small iron bridge; white church ahead. Bear left downgrade across iron bridge (36.6 m), with poles.
- 37.3 1.1 Fork; keep left—leaving poles, and cross RR. (37.5 m) into
- 38.0 0.7 **COBLESKILL**, 5-corners, park on right. (Route No. 253 from Sharon Springs comes in from left.) Straight ahead on Main St.—stone road. Cross RR. (38.9 m) and through covered bridge (39.0 m).
- 41.3 3.3 Diagonal 4-corners at top of hill; bear left downgrade on good dirt. Avoid left-hand road.
- 42.6 1.3 Fork; bear right with poles, descending hill into
- 46.5 3.9 **CENTRAL BRIDGE**, small hamlet, white church on left; straight ahead across long iron bridge over Schoharie River (46.8 m).
- 47.1 0.6 Go over RR. bridge and immediately curve right.
- 48.3 1.2 3-corners; bear right on winding road, with poles.
- 49.7 1.4 End of road, red brick house on left; turn sharp left with poles. (Right leads across iron bridge into Schoharie.)
- 53.5 3.8 Odd Fellows Lodge in fork; bear right across small wooden bridge into
- 53.8 0.3 **GALLUPVILLE**, store on right at irregular 4-corners; bear left up easy grade.
- 54.0 0.2 Branch road halfway up hill turn right downgrade; sign, "West Berne 4 m." Cross iron bridge (54.5 m). Fair winding dirt road along stream into
- 57.7 3.7 **WEST BERNE**, P. O. on right; straight ahead on fine macadam; hotel on left.
- 60.4 2.7 **BERNE**, end of road at P. O. on right; turn left on macadam.
- 60.5 0.1 Turn square right upgrade on macadam.
- 63.2 2.7 3-corners; curve left on macadam into
- 64.2 1.0 **EAST BERNE**, P. O. on left.



See
Page 12



Route 269

Oneonta, N. Y., Section

- 64.6 0.4 Prominent right-hand road—sign, "Albany 19¾ m"—turn square right on macadam; cross small wooden bridge. **Caution** for steep winding descent with sharp turns on hillside (68.4 m). Avoid left-hand road (70.0 m), short but poor road to Albany.
- 71.6 7.0 End of road; turn square left across small wooden bridge into
- 72.0 0.4 **CLARKSVILLE**, P. O. on right; straight ahead on macadam. **Caution** for winding grades (72.7 m & 73.6 m).
- 75.8 3.8 Fork; curve right on macadam. **Caution** for hidden left curve (76.0 m). Cross RR. (76.8 m). Delmar P. O. (on right—80.2 m). Cross RR. in small settlement (80.6 m).
- 81.7 5.9 End of road; turn square right upgrade on macadam, bearing left into Delaware Ave. at cemetery (82.1 m). Pick up trolley and follow tracks.
- 83.9 2.2 Dana Memorial on left at 5-corners; straight through with trolley into Lark St., past brick church (on left—84.1 m).
- 84.2 0.3 Turn square right on State St., leaving trolley, past State Capitol (on left—84.6 m), descending steep hill into business center,
- 84.9 0.7 **ALBANY**, State & Pearl Sts.

For city map and points of interest, see Albany Section, page 213.

For diverging routes, see Index map Albany Section, page 211.

For through connections, see Trunk-line Index map, page 1B.

Route 269—Oneonta to Cooperstown (22.4 m), Richfield Springs (39.1 m) and Utica, N. Y. (71.4 m).

Route map, page 463

Reverse route, No. 256

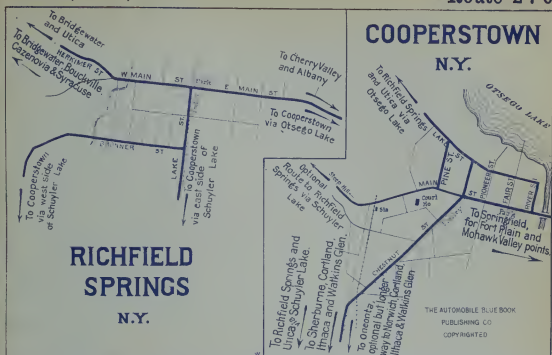
Main route through Milford to COOPERSTOWN, thence along the west side of Otsego Lake to Springfield Center and through RICHFIELD SPRINGS to Bridgewater, where right turn is made up the Sauquoit Valley to Utica. Macadam more than half way, and gradually extending; balance mostly good dirt road.

MILEAGES
Total Intermediate (For this and optional exits, see Oneonta city map, page 464.)

- 0.0 0.0 **ONEONTA**, Main & Chestnut Sts., business center.

Start nearly east on Main St.—trolleys, brick pavement; from end of car-line (1.4 m—1909), continue straight ahead past right-hand road (2.8 m, where the Stamford-Catskill road turns right). **Caution** for winding road through gully (4.7 m), and for sharp left curve with macadam at **Colliers station** (5.5 m), then straight ahead along reservoir (on right), through small village (**Milford Center**—7.9 m).

- 9.2 9.2 **PORTLANDVILLE**; direct through on main road, following the general course of the Susquehanna River.
- 13.8 4.6 **MILFORD**; straight through, passing **Hartwick Seminary P. O.** (on left—18.1 m).
- 18.6 4.8 Fork; bear right, down slight grade, then straight ahead across iron bridge (19.4 m). Pick up, cross (19.7 m) and follow trolley, straight ahead over RR. (21.7 m) into Chestnut St., Cooperstown.



Map of principal routes into, through and out of Richfield Springs and Cooperstown, N. Y., corresponding to directions for entering and leaving given in the Blue Book routes.

- 22.4 3.8 **COOPERSTOWN**, Main & Chestnut Sts., business center (where trolley turns right). **Crist Motor Co. Garage**, **Five-Mile Point Inn**.

For **The New O-te-sa-ga** and continuation of this trip to Richfield Springs and Utica, turn left on Main St. and next right on Pine St.—**The New O-te-sa-ga** on Otsego Lake, Lake St., at head of Pine St.

Route 270—Cooperstown to Richfield Springs 16.7 m) and Utica, N. Y. (49.0 m).

MILEAGES (For this and optional exits, see Cooperstown city map, above.)
Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | COOPERSTOWN , Lake & Pine Sts. Start northwest on Lake St., following main-traveled macadam along the west side of Otsego Lake; pass 3-Mile Pt. (3.0 m) and 5-Mile Pt. (4.9 m), bearing gradually right into |
| 10.0 | 10.0 | SPRINGFIELD CENTER ; turn left in center of village. |
| 10.7 | 0.7 | Prominent 4-corners ; turn left on the Cherry Valley Turnpike, straight ahead through hamlet of Warren (13.6 m) and between 2 small lakes, descending gradual grade into Main St., |
| 16.7 | 6.0 | RICHFIELD SPRINGS , Main & Lake Sts., business center.
Berkeley-Waiontha Hotel , Main St.
Hotel Tuller , Main St.
Straight through on Main St. (ignoring trolley), crossing small bridge over creek. |
| 17.1 | 0.4 | Small park and monument in fork; take the right-hand road—caution for atrocious R.R. crossing at foot of grade (17.7 m). Follow direct turnpike—up and down hill (avoiding right-hand road—23.7 m) through E. Winfield (25.8 m); cross R.R. (26.0 m) and avoid right-hand road |

Route 275

Oneonta, N. Y., Section

- (26.4 m) by keeping straight ahead through **W. Winfield** (27.9 m). Cross 2 separate tracks, D. L. & W. RR., at Bridgewater station (on right—30.9 m).
- 31.1 14.0 **BRIDGEWATER**; turn square right, taking right fork at milk station (31.4 m), across RR. (31.5 m). Follow macadam through hamlet (**N. Bridgewater**—34.5 m), crossing RR. (34.7 m) into
- 36.1 5.0 **CASSVILLE**; turn right, downgrade over RR.—caution.
- 36.2 0.1 Immediately beyond the RR. turn right with the macadam, past **Richfield Junction** station (over to right—36.6 m), crossing RR. (38.6 m), coming into Clayville.
- 38.9 2.7 **CLAYVILLE**; straight through small village, crossing RR. (39.0 m).
- 40.8 1.9 **SAUQUOIT**; straight through small village, crossing RR. (43.6 m).
- 44.3 3.5 **WASHINGTON MILLS**; straight through small village, following macadam past Forest Hill Cemetery (on right—46.7 m). Cross RR. (47.4 m), keeping straight ahead on Oneida St. when trolleys leave to right (47.6 m).
- 48.2 3.9 End of Oneida St. at Oneida Sq.; bear right into Genesee St., following trolley.
- 49.0 0.8 **UTICA**, Genesee & Bleecker Sts., business center.
Baggs Hotel, Baggs Square, lower Genesee St.
St. James Hotel, Whitesboro St., near Genesee St.
Westcott Garage Co., Cooper & Cornelia Sts.
Bender Garage Co., Elizabeth St. & Park Ave.
 For city map and points of interest, see Utica Section, page 434.
 For diverging routes, see Index map, Utica Section, page 433.
 For through connections, see Trunk-line Index map, page 1B.

Route 275—Oneonta to Ithaca, N. Y.—102.7 m.

Route map, page 463

Reverse route, No. 429

Via W. Oneonta, MORRIS, Mt. Upton, NORWICH, Pharsalia and Cincinnatus to CORTLAND; extended from Cortland through Dryden to ITHACA. Fair-to-good country road greater part of way; several stretches of disconnected macadam—some pieces likely to be under construction during 1910.

MILEAGES (For this and optional exits, see Oneonta map, page 464.)
 Total Intermediate

- 0.0 0.0 **ONEONTA**, Main & Chestnut Sts., business center.
 Start northwest on Chestnut St.—trolleys, brick pavement—curving left (0.4 m); continue straight ahead through prominent 4-corners (2.0 m, where one line of trolley and route to Binghamton turn left).
- 3.0 3.0 Turn left (sign, “W. Oneonta”), crossing iron bridge 3.4 m) and trolley (3.7 m).
- 3.9 0.9 Prominent 4-corners, **W. Oneonta**; turn right.
- 4.9 1.0 Turn left (sign “Morris 9 m”) on the Morris turnpike—direct but narrow in places. Cross several small bridges in next few miles, avoiding several right and left-hand roads. Pass right-hand road (private road, 10.7 m),

shortly descending very winding grade—Morris village in distance—**Caution** for sharp left curve at foot of grade (11.5 m).

- 13.6 8.7 3-corners; bear right, crossing iron bridge over Butternut Creek (13.7 m), same thorofare becoming Broad St., Morris.
- 14.1 0.5 **MORRIS**; turn left on Main St., passing Morris High School (on right) and running onto macadam.
- 21.2 7.1 **GILBERTSVILLE**; Straight through on main road—**Caution** for bad curves (23.6 m). Continue straight ahead through prominent 4-corners (23.7 m), crossing iron bridge (26.2 m).
- 26.3 5.1 **MT. UPTON**; turn right on Main St., running along stream (on right). Pass old white church (on left—28.3 m) and also pass left-hand road (28.5 m) to
- 28.9 2.6 Prominent 4-corners just before RR.; turn left, crossing the RR. just beyond the turn, winding upgrade. Curve sharp left (29.7 m), following main-traveled but winding road.
- 32.9 4.0 End of road; turn left—sign “Norwich 5 m”—ascending grade (34.3 m); from top (34.5 m), descend long winding grade—fine views.
- 36.4 3.5 End of road; turn right.
- 36.7 0.3 Turn left—sign “Norwich 1 m”; cross RR. (36.9 m), iron bridge (Chenango River, 37.1 m) and a second RR. (37.2 m).
- 37.2 0.5 Immediately beyond the second RR., turn right on Bird-sall St.
- 37.8 0.6 Turn left on Main St. (brick pavement), crossing D. L. & W. RR. (38.0 m).
- 38.1 0.3 **NORWICH**, Main & Broad Sts., fountain in center of Broad St. Turn right on Broad St.
- 38.2 0.1 Turn left on Henry St., brick buildings on opposite corners at the turn.
- 38.6 0.4 End of Henry St.; turn right on Canasawacta St.
- 38.7 0.1 Turn (first) left on Cortland St.—large brick house on corner at the turn.
- 38.8 0.1 Turn (first) right on Plymouth St.
- 39.5 0.7 **Caution** for bad left turn over iron bridge, then on macadam along Canasawacta Creek.
- 42.6 3.1 Cross iron bridge and at end of road immediately beyond turn left—“S-curves” (43.5 m) crossing iron bridges 43.7 m & 43.9 m).
- 44.2 1.6 Fork; take the left-hand road.
Reported (1909) that macadam will be laid on this stretch during 1910; if closed, inquire locally for the best way to Cincinnati, picking up the schedule at that point.
- 45.4 1.2 Fork; take the right-hand road, immediately crossing iron bridge.

Route 275

Oneonta, N. Y., Section

- 47.5 2.1 3-corners immediately after crossing small wood bridge; turn right. Pass left-hand road (46.0 m), and keep straight ahead, crossing several small bridges.
- 50.6 3.1 **NORTH PHARSALIA**; straight through small village.
- 52.2 1.6 (Caution for end of road); turn right across small bridge.
- 53.1 0.9 Take the left-hand road, sign "Cincinnatus 9 m"; avoid right-hand road (54.0 m), straight ahead into
- 56.0 2.9 **PHARSALIA**, country store on left; turn left, taking the right fork (56.1 m)—road is now direct to
- 63.3 7.3 **LOWER CINCINNATUS**, small village; turn right.
- 64.0 0.7 **CINCINNATUS**; hotel on the corner; turn left into the main street, crossing iron bridge (64.2 m).
- 64.4 0.4 Fork; take the right-hand road—with telegraph poles—up steep grade.
- 65.9 1.5 Fork (telegraph poles both ways); take the right-hand road, avoiding right-hand road (68.1 m).
- 69.4 3.5 End of road; turn left and sharp right (69.6 m), thence on main road through **Solon** (hamlet, 72.2 m).
- 76.3 6.9 **McGRAW**; straight through, ignoring course of the trolley.
- 77.8 1.5 Bear left on the best road and immediately right, picking up but shortly leaving trolley to right.
- 78.5 0.7 [At this mileage turn right—now on the Binghamton-Cortland road], into Port Watson St.
Cross iron bridge (79.8 m) and RRs. (80.2 m & 80.5 m), following Port Watson St. to end of same at Main St.
- 81.0 2.5 **CORTLAND**, Main & Port Watson Sts.
York Hotel, Main & Port Watson Sts.
Cortland Hotel, Groton Ave. & Main St.
Cortland Auto Co., Main St., just below Tompkins St.
City Cycle & Auto Co., Railroad St., near Main St.

For diverging routes, see Index map, page 625.

SECOND PART, CORTLAND TO ITHACA, N. Y.—21.7 m.

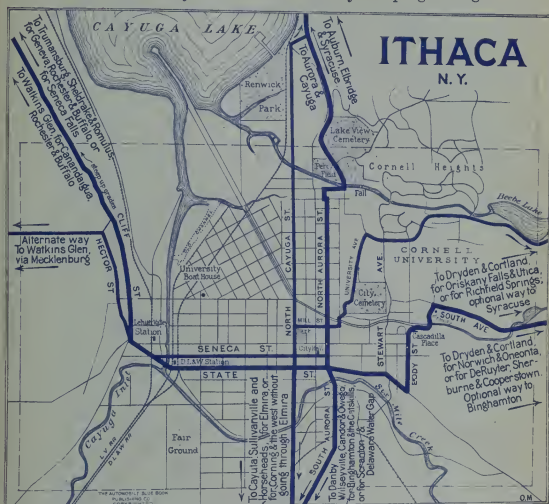
Distances reckoned from "0" at Cortland as a convenience to tourists entering this route from other directions.

MILEAGES
Total Intermediate (For this and optional exits, see Cortland city map, page 499.)

- 0.0 0.0 **CORTLAND**, Main, Port Watson & Tompkins Sts.
Start southwest on Tompkins St.—asphalt, which he comes macadam at the city line; continue straight out, across RR. (1.1 m) and through prominent diagonal 4-corners (1.8 m).
- 6.1 6.1 Fork; bear right with macadam, down steep grade.
- 6.6 0.5 Fork; take the left-hand road—sign, "Dryden 3 m", straight ahead through 4-corners (7.7 m).
- 7.8 1.2 Fork; take the right-hand road (sign, "Dryden").
- 10.1 2.3 **DRYDEN**, central 4-corners (large wood church with steeple on left); turn right. Cross RR. (10.5 m) and iron bridge (10.6 m), straight ahead through hamlet of **Wil-low Glen** (12.6 m), following unmistakable road across RR. (17.4 m) into

17.8 7.7 Varna; straight through small village, following the Dryden Road.

20.2 2.4 Leave Dryden Road to left by keeping straight ahead



Map showing routes through Ithaca, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

- across Cascadilla Creek into South Ave., Ithaca, which follow to Central Ave. (4-corners—gymnasium on left).
- 20.6 0.4 Turn left on Central Ave. down short steep grade, crossing bridge over deep gorge (Cascadilla Creek) and immediately turn sharp right.
- 20.9 0.3 After passing Cascadilla Building (on left) turn left on Eddy St., picking up trolley.
- 21.2 0.3 End of Eddy St.; turn right with trolleys on East State St., down long, steep winding grade into
- 21.7 0.5 **ITHACA**, State & Aurora Sts.

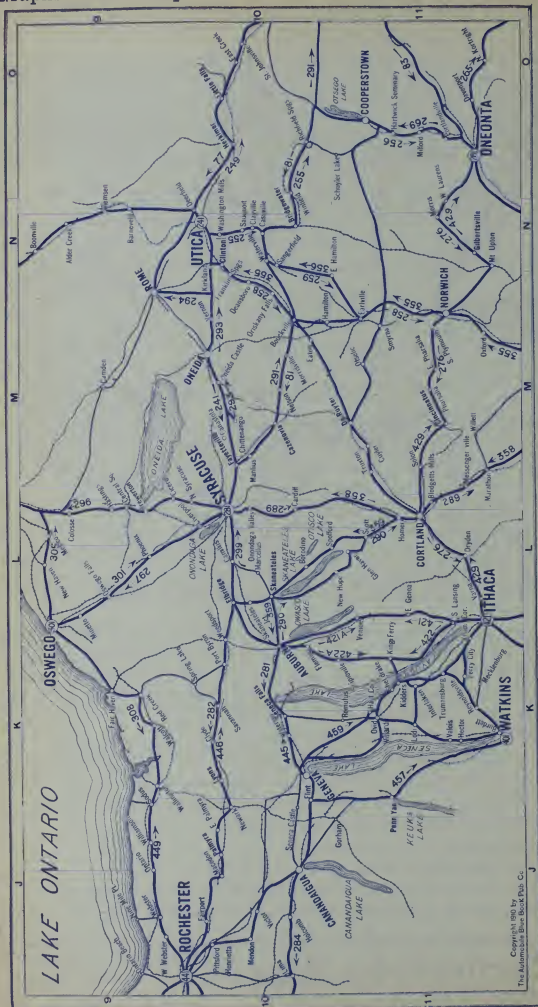
Ithaca Hotel, State & Aurora Sts.

J. B. Lang Engine & Garage Co., 117 Green St.

For diverging routes, see Index map, Ithaca Section, page 625.

For through connections, see Trunk-line Index map, page 1B.

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EXTENDED TOUR USE **Graphic Trunk-Line Chart**



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SYRACUSE GRAPHIC INDEX MAP



The Onondaga

Syracuse, N. Y.

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THIS NEW HOTEL has no superior between
New York City and Chicago.

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MANAGING DIRECTOR

Also Proprietor

THE TEN EYCK
ALBANY, N. Y.

GLEN HAVEN

On Skaneateles Lake

Glen Haven is situated in the most beautiful part of the Central New York Lake Country, and is reached by good roads (mostly State roads), from Syracuse, Binghamton, Cortland, Auburn and Ithaca. When going through any of these cities do not fail to stop at Glen Haven (see route map.) On approaching and leaving Glen Haven are seen some of the most beautiful views in the country.

The Glen Haven Hotel is equipped with all conveniences and is an equally desirable spot to stop for dinner, or to spend the summer. Select patronage: hotel lighted throughout with electricity; gasoline and batteries on hand; rates reasonable. Send for booklet and road map.

Glen Haven Hotel Co., Glen Haven, N. Y.

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American and European Plans

Headquarters for Automobile Tourists

THE YATES HOTEL CO.

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WHEN YOU REACH SYRACUSE
ORDER YOUR CAR SENT TO

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BEST EQUIPPED IN CENTRAL
NEW YORK

Only one square
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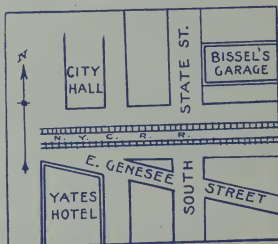
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Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart

SYRACUSE, N. Y., SECTION

Routes 281 to 300.

Route 281—Syracuse to Rochester, N. Y.—97.5 m.

Route map, page 485

Reverse route, No. 445

Out W. Genesee St. through Camillus, ELBRIDGE and Sennett to Auburn; thence nearly west to Seneca Falls, Waterloo, GENEVA and CANANDAIGUA, continued through Victor, Mendon and Pittsford into Monroe Ave., Rochester.

This is the most-used route between Syracuse and Rochester, though several miles longer than the corresponding line via Weedsport, Clyde, Lyons, Newark, Palmyra and Fairport. Roads mostly macadam, the principal exception being 10 miles between Seneca Falls and Geneva; this stretch is a disgrace to the localities through which it runs, and the largest single factor in sending a considerable amount of travel around by the upper road.

However, the "Free Bridge" over the Seneca River (between Auburn and Seneca Falls,) which was in a dangerous condition for several years—and for a long time closed—is now repaired and safe. Tourists running between Syracuse and Rochester may take this route (No. 282) with about equal results; when making the round trip, the Blue Book suggests going one way and returning the other.

MILEAGES

Total Intermediate

0.0 0.0 SYRACUSE, S. Salina & E. Genesee Sts., center of city.

Start north on Salina St., crossing lift bridge over Erie Canal.

0.1 0.1 Turn (1st) left into W. Genesee St. (which is followed all the way out of the city). Cross RR. (0.2 m) and pass under RR. (1.6 m); immediately cross canal bridge and



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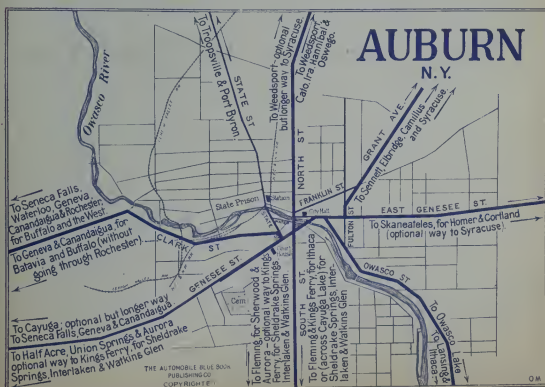
Garage in Connection with Hotel

bear right with Genesee St. (leaving trolleys to right (1.7 m). Again cross RR. and ascend grade; striking macadam (2.4 m, 1909). follow same direct west—up and down several grades.

- 7.5 7.4 **Caution** (Automobile Club of Syracuse warning sign on left), for very steep winding downgrade, with RR. crossing at foot (7.9 m); good control is essential.
- 8.3 0.8 **CAMILLUS**; straight through small village, crossing iron bridge. Pass left-hand road (8.4 m—leading to Marcellus) by curving right with main road up very steep grade. From top (9.0 m), continue straight ahead past numerous roads on right and left, slowing down for auto-traps (1909).
- 15.5 7.2 **ELBRIDGE**; straight through small village.
- 17.6 2.1 Avoid right-hand road (alternate to Rochester via Weedsport, Clyde, Lyons, Newark, Palmyra and Fairport), by keeping straight ahead on the macadam, past left-hand road (20.4 m).
- 20.8 3.2 **Sennett**, turn left at 4-corners; cross bridge over RR. (21.9 m). straight ahead into Grant Ave., Auburn.
- 25.4 4.6 End of Grant Ave.; turn left on Fulton St.
- 25.5 0.1 Turn (next) right on E. Genesee St.; a short distance beyond (25.7 m), bear left with trolleys over small bridge (Owasco River) and across RR. into Genesee St., straight through 4-corners at South St. (25.8 m) to
- 25.9 0.4 **Genesee & State Sts.**; turn right on State St.
- 26.0 0.1 **AUBURN**, State & Clark Sts.

Osborne House, State & Water Sts. (one block farther along on State St.).

Auburn Automobile Co., Water St., adjoining the Osborne House.



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C. M. Bills, Prop.

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First Class Hotel in City. Garage Adjoining

ORIENTAL RUG GEMS

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Major Lawton makes a hobby of procuring the finest antique pieces, and he sells them for less than do the dealers.

He has every weave—all perfect, undoctored, and of great merit. Among them may be seen Kula, Konia, Ladik, Ghiordez, Melez, Bergama, Cabistan, Kazak, Tzitz, Kirman, Khorassan, Saruk, Saraband, Sehna, Hamadan, Shiraz, Bokhara, Belooch, Samarkand. Some antique furniture. 1-4 minute North of the East fork, first brick house on left. 121 Cayuga St., Seneca Falls, N. Y.

The Carrollton Hotel

GENEVA,
N. Y.

Located in the most desirable section of the city.
Cuisine of marked excellence.

Rates \$2.00, \$2.50 and \$3.00

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Geneva Automobile Company

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GENEVA, N. Y.

SUPPLIES

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Cars properly washed and polished

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SENECA FALLS, N. Y.

Turn left (26.0 m) from State St. into Clark St., which follow out of town, crossing RRs. (26.7 m & 27.7 m), and stone bridge (27.8 m). Continue through 4-corners with many signs (28.9 m); cross RR. (30.2 m), and follow main-traveled road to

33.2 7.2 Prominent 4-corners; turn right avoiding right-hand road (33.7 m) and left-hand road (33.8 m) by following the most travel through prominent 4-corners (35.4 m—left-hand road leads to Cayuga and Union Springs). Cross Cayuga & Seneca Canal (35.5 m) and "Free Bridge" over the Seneca River (35.8 m)—ahead are the **Montezuma Marshes**, where chains should be put on for about 2 miles in wet weather. Pass through first 4-corners (37.5 m).

37.7 4.5 Turn left into road which becomes Cayuga St., Seneca Falls; cross RR. (40.5 m), meeting trolleys at Fall St., Seneca Falls.

40.8 3.1 Turn right on Fall St.,

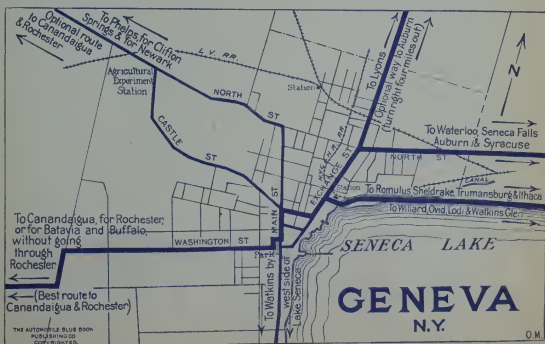
40.9 0.1 **SENECA FALLS**, Fall & State Sts.

Hoag House on right. **Rolfe Motor Co. Garage**.

Continue west on Fall St., following trolleys (with several crossings of same) on bad streets and bad roads all the way (1909) to

44.5 3.6 **WATERLOO**, center of town.

Pass park (on right), crossing trolley several times;



Map showing routes through Geneva, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.



Map of main-traveled lines between Syracuse

cross RR. (49.7 m & 49.9 m) and pass under RR. (50.3 m) into North St., Geneva.

50.8 6.3 **North & Exchange Sts.**; turn left with trolley into Exchange St., crossing RR. (51.2 m).

51.4 0.6 **GENEVA**, Exchange & Castle Sts.

Hotel Nester, Exchange & Seneca Sts.

The Kirkwood, Exchange & Castle Sts.

The Carrollton, 63 Seneca St., near S. Main St.

Dan Deegan's Cafe, 486 Exchange St.

Geneva Automobile Co., 145 Castle St.

Baker Bros. Garage, 39 Castle St.

Turn right (51.4 m) from Exchange St. into Castle St.

51.6 0.2 Turn left on Main St., straight ahead to first corner of small park (on right).

51.8 0.2 Turn right along end of park and immediately left into Park Place.

51.9 0.1 Turn (first) right into Washington St., which follow up-grade.

53.3 1.4 Cross-roads top of grade—stone wall on the corner; turn left.

53.5 0.2 Turn (next) right, straight ahead across RR. tracks (55.3 m).

58.6 5.1 Pass under RR. at small village of **Flint**.

60.6 2.0 Pass under RR. at small village of **Hopewell**.

67.2 6.6 Cross canal and pick up trolleys, bearing right at foot of

NEW YORK
2002 Broadway

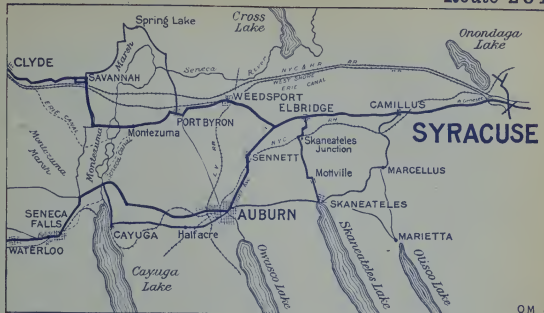
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FACTORIES
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CAPABLE OF GREAT MILEAGE



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Canandaigua Lake into Main St.,

68.1 0.9 **CANANDAIGUA**, center of city.

Flannigan's Restaurant, east side of Main St.

The New Webster, Main & South Sts.

Canandaigua House, adjoining N. Y. Central station.

Canandaigua Garage, 221 Main St., South.

Canandaigua Auto Shop, 30 Ontario St.

Cross RR. (68.1 m), and continue on Main St.; leave trolleys to right (69.4 m) by keeping straight ahead across RR. (69.8 m).

70.8 2.7 Fork; take the left-hand road (macadam), passing wood school (on right, beyond the fork). Cross RR. and trolley (73.3 m), direct through prominent 4-corners (74.4 m).

75.1 4.3 End of road; turn left, following the macadam.

77.5 2.4 Turn right over iron bridge and bridge over RR., turning next left.

78.3 0.8 **Victor**; straight through small village, passing right-hand road (78.5 m).

Agencies: BUICK, WELCH, E.M.F. "30," FLANDERS "20"

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Home Phone 378 x

Home Phone 378

Canandaigua Garage, Wm. J. Hawley, Manager

221-229 Main St., SO. CANANDAIGUA, N. Y.

Route 281

Syracuse, N. Y., Section

- 79.7 1.4 Turn left with the macadam (sign, "Rochester"); cross RR. (79.8 m) and trolley and RR. (80.1 m), curving sharp right (80.2 m) onto short stretch of dirt road (1909), straight across small bridge into
- 83.7 4.0 **MENDON**, central 4-corners; turn square right, across RR. (83.8 m) and follow unmistakable macadam into
- 90.5 6.8 **PITTSFORD**, central 4-corners (hotel on right); turn square left on State St., crossing RR. (90.8 m) and canal bridges (90.9 m & 93.1 m). Picking up trolleys (from right—93.6 m), follow them through "12-corners" (94.2 m) into Monroe Ave., Rochester—macadam, then brick and asphalt—crossing bridge over canal (95.6 m).
- 96.8 6.3 End of Monroe Ave.; turn right on Clinton Ave., South.
- 97.1 0.3 **Clinton Ave. S. & E. Main St.**; turn left on E. Main St.
- 97.5 0.4 **ROCHESTER**, Main, State & Exchange Sts., business center.

Hotel Rochester, W. Main St. & Plymouth Ave.

Hotel Seneca, Clinton Ave. & East Main St.

Powers Hotel, Main & State Sts.

Whitcomb House, Main St. & Clinton Ave.

Carleton Garage, Cortland St., near Seneca Hotel.

For diverging routes, see Index map Rochester Section; page 639.

For through connections, see Trunk-line Index map, page 1B.

STOP AT HOTEL SENECA

Rochester's New Fireproof Hotel

350 Rooms; 300 baths and showers
Entirely European Plan

Rates Reasonable

Headquarters Rochester Automobile Club
Best garage facilities in city
Special touring and road information

A. M. WOOLLEY, Manager



Rochester,
N. Y.

WHITCOMB HOUSE

W. E. Wood
Prop.

Cor. Main Street East, Clinton Ave., South

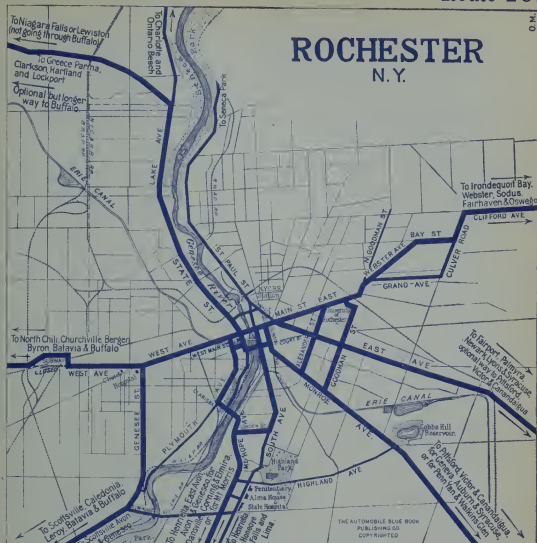
EUROPEAN PLAN

GARAGE

ALSO MANSION HOUSE, GREENFIELD, MASS.

WHEN IN ROCHESTER
STOP
AT THE

HOTEL ROCHESTER



Map showing principal routes into, through and out of Rochester, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 282—Syracuse to Rochester, N. Y.—88.3 m.

Route map, page 485

Reverse route, No. 446

The "upper road" via Camillus, ELBRIDGE, Weedsport, Port Byron; Clyde, LYONS, Newark, Palmyra, Macedon and Fairport, following in a general way the N. Y. Central RR. and the Erie Canal, entering Rochester by East Ave. and East Main St.

This is a full alternate to the Syracuse-Rochester route via Auburn, Geneva and Canandaigua; it is shorter in miles, and has recently been improved at various points, especially the bridges over the Montezuma Marshes. Many prefer to go this way, irrespective of the numerous canal bridges, which are objectionable to some, but safe when carefully taken—except perhaps in very wet, slippery weather. Tourists making a round trip between Syracuse and Rochester will ordinarily make no mistakes by going one way and returning the other.

MILEAGES (For this and optional exits, see Syracuse city map, page 479.)
Total Intermediate

0.0 0.0 **SYRACUSE**, S. Salina & E. Genesee Sts., center of city.

Start north on Salina St., crossing lift bridge over Erie Canal.

0.1 0.1 Turn (1st) left into W. Genesee St. (which is followed all the way out of the city). Cross RR. (0.2 m) and pass under RR. (1.6 m); immediately cross canal bridge and bear right with Genesee St. (leaving trolleys to right (1.7 m). Again cross RR. and ascend grade; striking macadam (2.4 m, 1909), follow same direct west—up and down several grades.

7.5 7.4 **Caution** (Automobile Club of Syracuse warning sign

Route 282

Syracuse, N. Y., Section

- on left), for very steep winding downgrade, with grade crossing at foot (7.9 m); good control is essential.
- 8.3 0.8 **CAMILLUS**; straight through small village, crossing iron bridge. Pass left-hand road (8.4 m—leading to Marcellus) by curving right with main road up very steep grade. From top (9.0 m), continue straight ahead past numerous roads on right and left, slowing down for auto-traps (1909).
- 15.5 7.2 **ELBRIDGE**; straight through small village.
- 17.6 2.1 Leave the Auburn-Geneva road straight ahead by turning right on good dirt road-sign, "Weedsport"; continue straight ahead across iron bridge (21.2 m)—**Caution** for dangerous grade crossing, West Shore RR. (21.4 m). Cross trolley (21.5 m) and pass under RR. (21.6 m), keeping straight ahead when trolleys leave to left (21.7 m).
- 21.9 4.3 **WEEDSPORT**; direct through, crossing canal bridge and passing Fair Grounds (on right).
- 22.7 0.8 **Caution** for dangerous left turn under RR. and immediately right along same. Cross canal bridge (25.1 m) and trolley (25.2 m) into Utica St.
- 25.4 2.7 **PORT BYRON**, Utica & Main Sts., small triangular park on right.
- [Ahead are the Montezuma Marshes, the bridges over which have been improved; for the longer way around through Spring Lake—worth while only in very wet weather—see note "A" at end of route.]
- For the direct road over the marshes, turn right into Rochester St. (25.4 m), leaving the trolley; cross iron bridge (25.5 m) and curve left (25.6 m) with main road.
- 28.8 3.4 Cross canal bridge and immediately turn left on main road, straight ahead through hamlet of Montezuma (30.0 m). Cross 2 wood bridges over the Seneca River (30.4 m—30.5 m); cross another wood bridge (31.3 m), taking care not to run past the next right-hand road.
- 32.3 3.5 Turn right, straight ahead for 3 miles—**Caution** for dangerous crossings of N. Y. C. and West Shore RRs. at Savannah station (35.3 m).
- 35.4 3.1 **SAVANNAH**; turn left (1st left after the RRs.), on Clyde St.
- 36.2 0.8 End of road; turn right.
- 36.6 0.4 End of road at Power House; turn left, following the trolley. Continue on main road along north side of canal.

**The Williams Automobile Garage
and Machine Shop**
54 Ford Street -:- Clyde, New York

REPAIRING, SUPPLIES
GASOLINE AND OILS

Lyons Automobile Company

New Fireproof Garage

61-65 Canal St.

Opened Oct. 1, 1909

Lyons, New York

Convenient to the two best hotels in town. First-class work guaranteed and repairing. A general line of supplies.

C. W. BARRECK, Mgr.

passing right-hand road (37.6 m); same thoroughfare becomes Ford St. to its end at Glasgow St., Clyde.

41.8 5.2 **CLYDE**; turn right on Glasgow St.

Williams' Garage, 54 Ford St.

41.9 0.1 Turn left at first corner of park, running along park to end of same.

42.0 0.1 Jog right and immediately left on W. Genesee St., which follow out of town, coming along Erie Canal (42.8 m). Ascend short, steep grade (44.8 m) and cross double-track trolley (45.7 m).

46.1 4.1 **LOCK BERLIN**, straight through small village.

50.0 3.9 Fork, entering Lyons; keep to left on Canal St., picking up and following trolley past **Lyons Auto & Garage Co.** (on right—50.2 m).

50.3 0.3 **LYONS**, end of Canal St.; turn left on William St.—bad stone block pavement (1909), passing park (on right).

50.4 0.1 Turn right with trolleys on Water St., keeping straight ahead when car-tracks turn left (50.6 m).

50.8 0.4 Fork; keep to left on main road, sign, "Newark." Cross iron bridge (51.0 m).

52.2 1.4 **Caution** for left turn up over canal and immediately right.

53.2 1.0 Cross another canal bridge and **immediately** turn left (left-hand road not seen until one is on the bridge). Continue on macadam along RR. and canal.

54.9 1.7 Leave road straight ahead by turning left (sign, "Newark"—**caution** for very dangerous 4-track crossing (55.0 m). Go under RR. and pass right-hand road (55.5 m); cross iron bridge (55.7 m) and turn right (55.8 m), following trolleys under RR. (56.2 m) into Union St.

Make Your Next Stop at

The GARDENIER NEWARK, NEW YORK

Elegantly Furnished Rooms with Bath. Heated by Steam.
Electric Lights and Fans. Perfect Cuisine. Thorough Fire
Protection. Running Water and Telephone in every room.

In connection **The Newark Garage** —FIREPROOF

All kinds of Repairing. Modern Machine Shop. All sizes
of Tires kept. **ALWAYS OPEN**

Garlock Garage

Both
Phones

PALMYRA, N. Y.

Fireproof and First Class in Every Respect
Peerless Agency

O. J. Garlock & Co.

Selling Agents for Garlock Auto Specialty Co.

Manufacturers of { Whiting Airburetor-Filter.
Whiting Airburetor-Mixer.
Whiting Airburetor-Primer.

- 56.4 1.5 **NEWARK**, business center. **The Gardenier** (on right). Straight through into Palmyra St. (leaving trolleys to left); pass first right-hand road leading over canal (57.8 m).
- 58.6 2.2 Turn right over canal bridge and RR.
- 58.8 0.2 Fork; take the left-hand road, passing less-traveled left-hand road (59.1 m).
- 61.0 2.2 End of road at 2 churches, East Palmyra; turn left, passing E. Palmyra station (on right).
- 62.8 1.8 Turn right across iron bridge and very dangerous RR. (large water tank on left, beyond the RR).
- 65.0 2.2 End of road; turn left over N. Y. C. and West Shore RRs. at **Palmyra Station**; cross bridge over canal, picking up (65.6 m) and following trolley into Main St.
- 66.0 1.0 **PALMYRA**; center of town. **O. J. Garlock & Co., Garage**, 50 Main St.
Straight through on Main St., leaving trolleys to right (66.6 m).
- 67.2 1.2 **YELLOW MILLS** (a few houses only); turn right across iron bridge, trolley and canal bridge (67.3 m).
- 67.5 0.3 4-corners; turn left with the most travel, ascending (67.9 m) and gradually descending grade.
- 69.4 1.9 Turn left over canal bridge; picking up trolleys (69.8 m), follow them 1-10 mile only.
- 69.9 0.5 **MACEDON**; at Macedon Hotel (on right) leave trolleys by turning right, upgrade.
- 70.1 0.2 Turn right over canal bridge and under RR. (70.4 m).
- 70.5 0.4 At 4-corners just beyond the RR., turn left (sign, "Rochester")—**Caution** for very dangerous 4-tracks crossing N. Y. C. RR. (71.1 m). Curve sharp left (75.3 m).
- 75.7 5.2 End of road; turn left with the wires. Cross N. Y. C. & W. S. RRs. (77.5 m), iron bridge and trolley (77.7 m); at fork immediately beyond, bear left over canal bridge into E. Church St.
- 78.3 2.6 **FAIRPORT**; straight ahead through residence district on Church St., crossing the trolley. Cross iron bridge over canal (79.1 m) and pass under RR. arch (79.5 m).

- 85.1 6.8 **BRIGHTON**, suburb of Rochester; straight through, across RR., running into East Ave.
 87.8 2.7 End of East Ave.; turn left on E. Main St.
 88.3 0.5 **ROCHESTER**, Main, State & Exchange Sts., business center.

Powers Hotel, Main & State Sts.

Hotel Rochester, W. Main St. & Plymouth Ave.

Hotel Seneca, Clinton Ave., near Main St.

Whitcomb House, Main St. & Clinton Ave.

United States Automobile Co., 21 Plymouth Ave.

Carleton Garage, near Seneca Hotel.

For city map, see page 487.

For diverging routes, see Index map Rochester Section, page 639.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Long way from Port Byron to Clyde via Spring Lake (there may be some demand for this route in very wet weather, but under all ordinary circumstances the shorter way across the marshes is just as good and saves time). To go the long way, leave the main line at Port Byron (mileage 25.4 m) by turning sharp right on Main St.; cross trolley, canal bridge (25.6 m) and RR. (25.9 m), passing right-hand road (26.1 m).

Continue to (but not across) RR., turning left (26.6 m) past station to end of road (27.3 m); turn right, crossing N. Y. C. RR. (27.5 m), canal and long iron bridge over the Seneca River (29.4 m). Bear left on main road (30.6 m), avoiding all side roads, into Spring Lake (34.0 m); go through, passing prominent right-hand road (34.4 m).

½-mile beyond (34.9 m) turn sharp left, turning right with the most travel (36.1 m); to 4-corners (36.6 m), where turn left; curve sharp right (38.3 m), running through cross-roads (38.6 m & 39.7 m). Pass left-hand road leading into Savannah (40.8 m) by keeping straight ahead on narrow but fairly good road, crossing trolley at Power House (41.6 m), where the route from Savannah joins. Continue on main road along north side of canal, passing right-hand road (42.6 m); same thorefare becomes Ford St. to its end at Glasgow St., Clyde (46.8 m). For points west turn right and refer to the main route already given, setting odometer at 41.8 m for correct readings beyond.

Route 284—Syracuse to Buffalo, N. Y.—156.5 m.

Route map, pages 485 & 639

Reverse route, No. 465

Out W. Genesee St. through Camillus, ELBRIDGE and Sennett to AUBURN; thence nearly west to Seneca Falls, Waterloo, GENEVA and CANANDAIGUA, continued through Holcomb, Lima, Avon and BATAVIA, making a Syracuse-Buffalo line not through Rochester. Good roads all the way (1909), except between Seneca Falls and Geneva.

MILEAGES

Total Intermediate (For this and optional exits, see Syracuse city map, page 479.)

0.0 0.0 **SYRACUSE**, S. Salina & E. Genesee Sts., center of city.

Start north on Salina St., crossing lift bridge over Erie canal.

0.1 0.1 Turn (1st) left into W. Genesee St. (which is followed all the way out of the city). Cross RR. (0.2 m) and pass under RR. (1.6 m); immediately cross canal bridge and bear right with Genesee St. (leaving trolleys to right—1.7 m). Again cross RR. and ascend grade; striking maeadam (2.4 m, 1909), follow same direct west—up and down several grades.

7.5 7.4 **Caution** (Automobile Club of Syracuse warning sign on left), for very steep, winding downgrade, with RR. crossing at foot (7.9 m); good control is essential.

CANANDAIGUA HOTEL

O. S. Bacon, Propr.

CANANDAIGUA, N. Y.

100 Rooms, American and European Plan

Remodeled, New Management, Grill

BEST SERVICE, PARK LOCATION

SEMANS BROS., GARAGE IN CONNECTION

Cor. PHOENIX ST. and LAFAYETTE AVE.

SUPPLIES

LIVERY

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== NOTICE TO TOURISTS ==

When passing through Canandaigua stop at the "Palace of Tourist Delight"

THE CANANDAIGUA AUTO SHOP

We have the only fully equipped, roomy, and up-to-date Garage in Canandaigua, including a first-class MACHINE SHOP operated by expert workmen.

We are agents for the Maxwell and Overland Cars.

No. 30 Ontario Street, Opposite the Canandaigua Hotel

HOME PHONE, 139X
BELL 277

Hallenbeck & Popplewell, Proprietors

CANANDAIGUA, N. Y.

A Good Stopping Place on the Syracuse-Rochester and Syracuse-Buffalo Routes.
See the New York State Map in Front of This Book. Tourists Will Find

THE NEW WEBSTER

A First Class American Plan Hotel. Most convenient to Best Garage in the City.

AUBURN AUTOMOBILE CO.

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FRANKLIN

PALMER SINGER
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E. M. F.

Open all night

A full line of tires and accessories

Next the Osborne House

HAVOLINE

OIL

FOR AUTOMOBILE LUBRICATION

See
Page 12

- 8.3 0.8 **CAMILLUS**; straight through small village, crossing iron bridge. Pass left-hand road (8.4 m—leading to Marcellus) by curving right with main road up very steep grade. From top (9.0 m), continue straight ahead past numerous roads on right and left, slowing down for autotrap (1909).
- 15.5 7.2 **ELBRIDGE**; straight through small village.
- 17.6 2.1 Avoid right-hand road (alternate to Rochester via Weedsport, Clyde, Lyons, Newark, Palmyra and Fairport), by keeping straight ahead on the macadam, past left-hand road (20.4 m).
- 20.8 3.2 **Sennett**, turn left at 4-corners; cross bridge over RR. (21.9 m), straight ahead into Grant Ave., Auburn.
- 25.4 4.6 End of Grant Ave.; turn left on Fulton St.
- 25.5 0.1 Turn (next) right on E. Genesee St.; a short distance beyond (25.7 m), bear left with trolleys over small bridge (Owaseo River) and across RR. into Genesee St., straight through 4-corners at South St. (25.8 m) to
- 25.9 0.4 **Genesee & State Sts.**; turn right on State St.
- 26.0 0.1 **AUBURN**, State & Clark Sts.
Osborne House, State & Water Sts. (1 block farther along on State St.).
Auburn Automobile Co., Water St., adjoining the Osborne House.
 Turn left (26.0 m) from State St. into Clark St., which follow out of town, crossing RRs. (26.7 m & 27.7 m), and stone bridge (27.8 m). Continue through 4-corners with many signs (28.9 m); cross RR. (30.2 m) and follow main-traveled road to
- 33.2 7.2 Prominent 4-corners; turn right avoiding right-hand road (33.7 m) and left-hand road (33.8 m) by following the most travel through prominent 4-corners (35.4 m—left-hand road leads to Cayuga and Union Springs). Cross Cayuga & Seneca Canal (35.5 m) and "Free Bridge" over the Seneca River (35.8 m)—ahead are the **Montezuma Marshes**, where chains should be put on for about 2 miles in wet weather. Pass through first 4-corners (37.5 m).
- 37.7 4.5 Turn left into road which becomes Cayuga St., Seneca Falls; cross RR. (40.5 m), meeting trolleys at Fall St., Seneca Falls.
- 40.8 3.1 Turn right on Fall St.
- 40.9 0.1 **SENECA FALLS**, Fall & State Sts.
Hoag House on right. **Rolfe Motor Co. Garage**.
 Continue west on Fall St., following trolleys (with several crossings of same) on bad streets and bad roads all the way (1909) to
- 44.5 3.6 **WATERLOO**, center of town.
 Pass park (on right), crossing trolley several times;

Flannigan's Famous Sea Food Restaurant



SHORE DINNERS

Lobsters Oysters Clams
Soft Shell Crabs Scallops
All Kinds of Ocean Fish
Lake White Fish and Trout

CHICKEN STEAKS AND CHOPS

*All Sea Food Direct From the Beds
Very Best of Service at all Hours*

Flannigan's
Famous Sea Food Restaurant
Canandaigua, N. Y.

HEADQUARTERS FOR AUTOMOBILE TOURISTS

cross RR. (49.7 m & 49.9 m) and pass under RR. (50.3 m) into North St., Geneva.

50.8 6.3 **North & Exchange Sts.**; turn left with trolley into Exchange St., crossing RR. (51.2 m).

51.4 0.6 **GENEVA**, Exchange & Castle Sts.

Hotel Nester, Exchange & Seneca Sts.

The Kirkwood, Exchange & Castle Sts.

The Carrollton, 63 Seneca St., near S. Main St.

Dan Deegan's Cafe, 486 Exchange St.

Geneva Automobile Co., 145 Castle St.

Baker Bros. Garage, 39 Castle St.

Turn right (51.4 m) from Exchange St. into Castle St.

51.6 0.2 Turn left on Main St., straight ahead to first corner of small park (on right).

51.8 0.2 Turn right along end of park and immediately left into Park Place.

51.9 0.1 Turn (first) right into Washington St., which follow up-grade.

53.3 1.4 Cross-roads top of grade—stone wall on corner; turn left.

53.5 0.2 Turn (next) right, straight ahead across RR. (55.3 m).

58.6 5.1 Pass under RR. at small village of **Flint**.

60.6 2.0 Pass under RR. at small village of **Hopewell**.

67.2 6.6 Cross canal and pick up trolleys, bearing right at foot of Canandaigua Lake into Main St.,

68.1 0.9 **CANANDAIGUA**, center of city.

Flannigan's Restaurant, east side of Main St.

The New Webster, Main & South Sts.

Canandaigua House, adjoining N. Y. Central station.

Canandaigua Garage, 221 Main St., South.

Canandaigua Auto Shop, 30 Ontario St.



Cross RR. and continue up Main St., taking care not to pass Buffalo St. (on left—69.0 m).

69.0 0.9 (Brick grocery on corner); leave trolleys by turning left on Buffalo St., crossing RRs. (69.2 m & 69.3 m).

69.6 0.6 Turn right with the most travel, bearing left with the macadam (70.1 m), straight ahead across RR. (72.2 m) and iron bridge (74.0 m).

76.2 6.6 Cross RR. at **HOLCOMB**.

77.0 0.8 Fork; take the right-hand road.

77.1 0.1 **EAST BLOOMFIELD**; direct through, passing several roads on right and left.

82.4 5.3 **W. Bloomfield**, straight through small village, following main road past right-hand road (83.1 m).

83.4 1.0 **Caution** for steep descent, with right turn (83.5 m) across iron bridge (Honeoye Creek, 83.7 m); immediately ascend grade, straight ahead across RR. at **Lima station** (85.7 m).

85.9 2.5 Cross iron bridge and at fork immediately beyond, take the left-hand road upgrade.

86.5 0.6 **LIMA**; direct through the town, passing several roads on right and left.

91.4 4.9 **East Avon** (old hotel on left); straight through.

93.3 1.9 End of road at park. Avon: turn left and next right, along south side of park.

93.4 0.1 **AVON, S. W.** corner of park.

For the **St. George Hotel** turn left.

For **Batavia** and **Buffalo** turn right, and next left, downgrade; crossing RR. (93.7 m) and iron bridge (94.3 m). Cross RR. at **Nova station** (95.3 m); ascend grade and run through prominent 4-corners (95.7 m), straight ahead on main road across RR. (100.4 m).

100.6 7.2 **CALEDONIA**, Soldiers' Monument, center of town.

Turn square left; cross RRs. (102.1 m & 102.7 m), and continue straight ahead through **Lime Rock** (104.2 m).

107.6 7.0 **LEROY**; cross stone viaduct and run straight ahead through center of the town, crossing RRs. (108.2 m & 111.3 m).

111.9 4.3 **Stafford**; straight through small village, crossing bridge over RR. (114.8 m)—**special caution** for dangerous 4-track RR, crossing (115.9 m). Again cross RR. (116.4 m), picking up (116.5 m) and following trolleys to center.

117.5 5.6 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

For the alternate way from **Batavia** to **Buffalo** via **Corfu** and **Bowmansville**—2.5 miles shorter and equally good except for a relatively short stretch in or after wet weather—see separate head, in connection with the **Rochester-Buffalo** route, No. 441. By setting odometer at "0" at center of **Batavia** to correspond with that route, full running directions and odometer mileages will be had all the way into **Buffalo**.

For the usual route to **Buffalo**, continue straight ahead through the city, past **Fair Grounds** (on right—118.3 m).

Syracuse, N. Y., Section**Route 284**

Pass right-hand road (118.4 m—sign, "Oakfield 6½ m") crossing iron bridge (121.2 m—Tonawanda Creek).

- 123.9 6.4 **E. Pembroke**; straight through, crossing RR. (126.7 m—poor view on right).
- 130.5 6.6 **Pembroke**; direct through small village.
- 138.4 7.9 **CLARENCE**; straight through, crossing RRs. (138.5 m & 140.5 m)—road from Lockport comes from right (144.2 m)
- 146.7 8.3 **WILLIAMSVILLE**; straight through suburban village, picking up trolleys (which are followed balance of way into Buffalo). Pass under RR. (147.2 m), and continue through two small settlements (Snyder and Eggertsville; speed traps, 1909). Run under RR. and cross tracks (151.6 m); cross bridge over RR. (152.6 m) and Humboldt Parkway of the Buffalo Park system (153.2 m).
- 155.9 9.2 **Teck Theatre Bldg.** on right. (**Automobile Club of Buffalo** on 2nd floor).
- 156.5 0.6 **BUFFALO**, Main & Court Sts. (Lafayette Park and Monument on left).

Hotel Statler, Washington & Swan Sts.

Iroquois Hotel, Main & Eagle Sts.

Lafayette Hotel, Lafayette Sq.

Hotel Touraine, Delaware Ave. & Johnson Park.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

For city map see Buffalo Section, page 667.

HOTEL STATLER

BUFFALO, N. Y.

"THE COMPLETE HOTEL"

Appeals to the Man Touring with His Family Because

Every room has its own private bath. Rates more reasonable than usually charged at houses of its class. Nothing better anywhere at any price.

300 ROOMS—300 BATHS—"Circulating Ice Water in all Rooms"

EUROPEAN PLAN—\$1.50 PER DAY UP

Best Restaurant and Cafe Service in the City



HOTEL TOURAINE

Absolutely Fireproof

Delaware Avenue and Johnson Park
BUFFALO, NEW YORK

EUROPEAN PLAN. RATES \$1.50 PER DAY AND UPWARDS

All rooms connecting with bath.

Convenient to Garage.

HENSHAW & STEENMAN, Mgrs.

Also Props. and Mgrs. International Hotel, Niagara Falls, N.Y.

Routes 286 & 289.

Syracuse, N. Y., Section

Route 286—Syracuse-Cortland-Ithaca—57.0 m.

Route map, page 476

Reverse route, No. 286

Out through the Cornell University grounds and through Dryden to CORTLAND (21.7 m), connecting with the Binghamton-Syracuse line, making an Ithaca-Syracuse route of 57.0 miles. Good roads most of the way.

The running directions making up this route are given in full elsewhere in this volume and are therefore covered here by references only.

(1) See Route 289—the Syracuse-Binghamton line—for full run-through Dryden (11.6 m) to Tompkins & Main Sts., Cortland (21.7 m).

(2) At Cortland turn left on Main St., immediately picking up the Binghamton-Syracuse lines—No. 358. By setting odometer at 42.0 miles to correspond with that route, full running directions and complete mileages will be had balance of way through Homer, Cardiff and Onondaga Valley to Syracuse. Total distance, Ithaca to Syracuse this way 57.0 miles.

Route 289—Syracuse to Binghamton, N. Y.—77.3 m.

Route map, page 476

Reverse route, No. 358

Out South Salina St. through the Onondaga Indian Reservation, Cardiff, Homer, CORTLAND, Whitney Point and Castle Creek, entering Binghamton by Front St. Gradually extending macadam, alternating with variable dirt road.

There is one disagreeable feature on approximately the middle half of this route—two stretches of very narrow road along the Tioughnioga River, between Cortland and Whitney Point. These stretches are narrow and difficult to travel, and in some places it is impossible to pass any other vehicle; there is little danger, however, if these conditions are known in advance, and proper care is taken in passing through them.

MILEAGES (For this and optional exits, see Syracuse city map, page 479.)

Total Intermediate

0.0	0.0	SYRACUSE , E. Genesee & Salina Sts., center of city. Start south on South Salina St.; cross N. Y. C. RR. (1-10 m) and follow Salina St. trolleys, bearing slightly left across Onondaga St. (0.4 m). Cross D. L. & W. RR. (0.7 m), keeping straight ahead on Salina St., where trolleys divide (0.8 m). Pass right-hand road (3.5 m, which leads to Onondaga Hill), by following main-traveled macadam to prominent fork at
5.6	5.6	ONONDAGA CASTLE , no town; take the right-hand road (sign, "Cortland"), following the telegraph poles. Continue down the valley through the Indian Reservation, passing one right-hand road (7.9 m).
9.8	4.2	Fork; take the left-hand road uphill (avoiding the right-hand road, which descends a grade). Pass right-hand road (11.1 m).
12.2	2.4	CARDIFF ; straight through small village.
17.3	5.1	Foot of very steep, dangerous hill, on the direct road; turn right (sign on tree, "Cortland"), taking the longer but safer way around.
17.8	0.5	End of road; turn left up steep, winding grade, 9-10-mile long.
18.7	0.9	Cross-roads top of grade; turn left.
20.0	1.3	4-corners, TULLY CENTER , a few scattered houses only; turn right.

CORTLAND HOUSE

N. A. Smith Co., Props.

CORTLAND, N. Y.

Both Phones

Thirty-Nine New Rooms
Twenty-Five with Bath

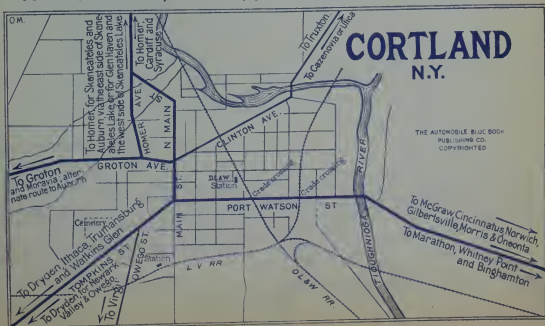
FOLLOW THE INDEX SIGN TO THE

City Cycle and Auto Co.'s Garage

29 Railroad Street, Cortland, N. Y.

Cars Sold, Rented, Stored and Repaired. A Full Line of Supplies

- 20.5 0.5 3-corners; keep to the left, passing right-hand road (20.6 m, where heavy telegraph line turns).
- 21.1 0.6 End of road (cemetery on left-hand corner); turn right. Cross RR. (21.4 m) and follow macadam to end of same at edge of Homer (31.6 m, 1909). Picking up trolleys (from right—31.8 m), follow them into Main St.,
- 32.5 11.4 **HOMER**, center of city. Direct through, crossing RR. (33.7 m), same thoroughfare becoming Homer Ave., Cortland. Where trolley turns left into North Main St. (34.4 m), continue straight ahead on Homer Ave. to end of same.
- 35.0 2.5 Turn left on Groton Ave.
- 35.1 0.1 **CORTLAND**, Groton Ave. & Main St.; turn right.
Cortland Hotel, Groton Ave. & Main St.
York Hotel, Main & Port Watson Sts.
City Cycle & Auto Co., Railroad St., near Main St.;
Cortland Auto Co., Main St., just below Tompkins St.



Continue down Main St. 2-10-mile only.

- 35.3 0.2 York Hotel on the corner; turn left from Main St. into Port Watson St.—no trolleys. Cross RRs. (35.7 m & 36.0 m) and iron bridge (36.4 m), picking up trolley (from left—36.5 m).
- 37.5 2.2 Leave trolley and dirt road by turning right on macadam; 2-10-mile below, however, it is essential to pass left-hand macadam road (37.7 m) by crossing RR. and keeping straight ahead on dirt road (1909). Cross iron bridge (38.2 m), following down the Tioughnioga River valley.
- 39.2 1.7 **BLODGETT MILLS**; straight through small village. Road is now unmistakable but narrow and difficult to travel; in some spots it is impossible to pass any other vehicle—frequent grades and several fine views.
- 46.2 7.0 **MESSENGERSVILLE** (on opposite side of river); straight ahead, without crossing bridge into the town.
- 49.7 3.5 **MARATHON**; straight through center of town.
- 52.6 2.9 **KILLAWOG**; straight through small village. Road is now unmistakable, but with more narrow stretches like those already passed above.
- 56.5 3.9 End of road; turn right across large iron bridge and small iron bridge, avoiding right-hand road just beyond 2nd bridge (which leads to Lisle village).
- 56.6 0.1 Turn left on main road along the west side of the Tioughnioga River; cross RR. (56.8 m), taking care to avoid right-hand road (56.9 m). Continue down the valley, crossing RR. at Whitney Point station (58.8 m).
- 59.1 2.5 **WHITNEY POINT**, brick hotel on left; turn right on Collins St. Avoid right-hand road (59.4 m) by keeping to left along the river, crossing RR. (60.1 m).
- 60.3 1.2 **TRIPLE FORK**; take the middle road (leaving heavy telegraph poles to left). Ascend grade (60.8 m)—fine view from top (62.0 m).
- 64.4 3.1 Avoid right-hand road by keeping slightly to left.
Road is now direct into the village of Castle Creek, with steep $\frac{1}{2}$ -mile downgrade (66.7 m).
- 67.2 2.8 **CASTLE CREEK**; straight through small village. Follow winding macadam, avoiding all forks and side roads; cross iron bridge (71.8 m).
- 72.4 5.2 End of road (meeting the Utica-Norwich-Binghamton main line); turn right, crossing 2 small iron bridges, and



Syracuse, N. Y., Section

Route 290

following along the Chenango River into Front St., Binghamton. Pass under RR. (76.6 m).

76.9 4.5 Turn left across bridge over the Chenango River into Court St.

77.3 0.4 **BINGHAMTON**, Court House, business center.

The Arlington, Chenango & Lewis Sts., opposite RR. stations.

The Bennett, State, Washington & Henry Sts.

Binghamton Motor Car Co., 172 State St.

For city map and points of interest, see Binghamton Section, page 553.

For diverging routes, see Index map, Binghamton Section, page 551.

For through connections, see Trunk-line Index map, page 1.

Route 290—Auburn to Cortland, N. Y.—36.3 m.

Route map, page 476

Reverse route, No. 359

Out E. Genesee St., through SKANEATELES, Borodino, Spafford, Adam, alternating with fair-to-good dd by Homer and Groton Aves. Mac-Scott and HOMER, entering Cortland road.

MILEAGES

Total Intermediate (For this and optional exits, see Auburn city map, page 481.)

0.0 0.0 **AUBURN**, Genesee & State Sts.

Start east on Genesee St., following trolleys over RR. (0.2 m) and small bridge (Owasco River) into Genesee St., which follow all the way out of the city. Picking up trolleys (from left—6.5 m), follow same into Genesee St. to center of

7.1 7.1 **SKANEATELES**, lake on right; straight through center of town, with car-tracks.

7.8 0.7 Leave trolleys by turning right on main road along the east side of Skaneateles Lake—macadam at the start, then fair-to-good dirt road. Descend grade, crossing small iron bridge at foot (13.0 m); curve short left and ascend steep grade—passing through gully (14.3 m).

15.3 7.5 **BORODINO**; straight through small village.

20.8 5.5 **SPAFFORD**; straight through small village—old wood church on right. [At 23.0 m pass right-hand road which leads down to the lake—short way but very steep descent to Glen Haven; for Glen Haven, continue to Scott and see Note "A" at end of this route.] Strike macadam and follow same into

25.9 5.1 **SCOTT**, country store on left; straight through 4-corners. (except for Glen Haven, covered separately by Note "A"). Continue on macadam, crossing 2 small bridges into Clinton St. Homer, straight ahead over RR. (33.1 m).

33.4 7.5 End of Clinton St.; turn right, following trolley.

TRUFFAULT-HARTFORD
SHOCK ABSORBER

Make
Motoring on
Rough Roads Safe

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 291

Syracuse, N. Y., Section

33.6 0.2 **HOMER**, center of city. Direct through, crossing RR. (34.9 m), same thoroughfare becoming Homer Ave., Cortland Leave trolley to left (35.6 m), continuing straight ahead on Homer Ave. to end of same.

36.1 2.5 Turn to left on Groton Ave.

36.3 0.2 **CORTLAND**, Main St. & Groton Ave.

Cortland Hotel, Groton Ave. & Main St.

York Hotel, Main & Port Watson Sts.

City Cycle & Auto Co., Railroad St., near Main St.

Cortland Auto Co., Main St., just below Tompkins St.

Note (a)—Connection from Scott (25.9 m, on the Auburn-Cortland route) to Glen Haven, on the lower west side of Skaneateles Lake; at Scott (country store on the corner (25.9 m), turn right across small iron bridge (26.1 m). Turn next right (26.4 m), passing left-hand road (26.7 m); descend grade, turning left (28.8 m) across small iron bridge to Glen Haven (29.7 m); Glen Haven Hotel.

Route 291—Syracuse to Albany, N. Y.—145.2 m.

Route map, below

Reverse route, No. 81

Through route via Fayetteville, CAZENOVIA, RICHFIELD SPRINGS, SHARON SPRINGS and the Cherry Valley Turnpike—alternate to the corresponding route through Utica and the Mohawk Valley.

Excellent State Road between Albany and Schenectady, and considerable State Road between Schenectady and Dunnsville; ordinary dirt and rather hilly road between Dunnsville and Richfield Springs, with excellent dirt road Richfield Springs to Syracuse.

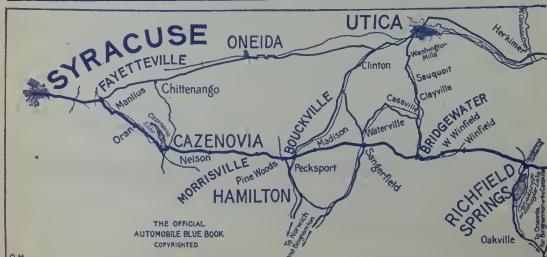
MILEAGES

Total Intermediate (For this and optional exits, see Syracuse city map, page 479.)

0.0 0.0 **SYRACUSE**, S. Salina & E. Genesee Sts., business center.

Start nearly east on E. Genesee St., crossing N. Y. C. RR. (1-10 m) to Fayette (small) Park at break in the direct line; here (2-10 m) turn right and next left along park, following trolleys to left of long, narrow park (6-10 m). Straight ahead on E. Genesee St. to small triangular park (1.5 m); here (leaving trolleys straight ahead), curve right, upgrade, crossing car-line at top of hill.

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS. GRAPHIC TRUNK-LINE CHART



Map of the main-traveled route between Syracuse and Albany via Fayetteville, nectady; alternate to the

Descend grade, keeping to right at fork (2.1 m); picking up trolleys from left; thence direct through tollgate (2.7 m—8c toll), crossing canal bridge (4.9 m), through 2nd tollgate (5.4 m—4c toll). At fork (5.9 m) keep to left with car-tracks, crossing iron bridge (7.5 m) and winding upgrade into

7.6 7.6 **FAYETTEVILLE.**

Direct through to stone watering trough in fork (7.9 m); here bear right with trolleys, and follow same past tollgate (9 m—toll 3c), to end of road at Manlius (10.4 m). Bear left and at church immediately beyond bear right, keeping with trolleys past St. John's School (11.4 m). Leave trolleys to right (11.5 m) and follow telegraph poles through Oran (13.3 m), keeping left fork (14.5 m) and bearing right across RR. tracks (15.2 m).

Descend long gradual grade, passing Cazenovia Lake on left to end of road (18.4 m). Turn left, immediately crossing RR. tracks at station, following main road and bearing left across small iron bridge (19.1 m) to first right-hand road shortly beyond (19.3 m), where turn right to prominent 4-corners.

19.6 12.0 **CAZENOVIA, center of town.**

Keep straight east on main street, crossing iron bridge and RR. tracks (19.7 m); just beyond bear right at fork—stone watering trough in center. Continue up long grade, passing road on right (20.8 m)—caution for downgrade (23 m). Continue through Nelson (26.7 m) and four miles beyond bear slightly left across small iron bridge, following telegraph poles on Main St. through

30.7 11.1 **MORRISVILLE.**

Straight east upgrade, shortly running downgrade across RR. tracks at Morrisville station (33.2 m). Keep left fork immediately beyond, crossing second RR. tracks



Cazenovia, Bridgewater, Richfield Springs, Cherry Valley, Sharon Springs and Schenectady, corresponding line via Utica.



Berkeley-Waiontha Hotel

Richfield Springs, N. Y.

Corner Main and Lake, Opposite Spring Park

THE GREAT WHITE SULPHUR SPRING BATHS
FOR RHEUMATISM, GOUT AND KINDRED DISEASES

Hotel newly refurnished and refitted. Otis elevator of the latest modern type. New sun parlor. Matchless Cuisine. Tennis Courts and Golf Links under Hotel Management. Every requisite for personal comfort and restful enjoyment.

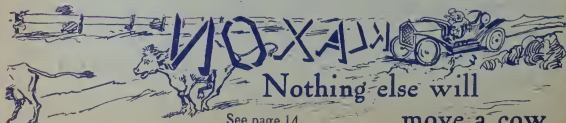
First-Class Garage in Connection

BERKELEY-WAIONTHA HOTEL

(34.4 m) and bearing slightly left at irregular 4-corners at Pine Wood (34.9 m).

Continue upgrade and cross bridge over canal at Bouekville (36.1 m)—first road to the right beyond the canal leads to Hamilton and Norwich; first road to the left beyond canal leads to Clinton and Utica. Keep straight east across RR. tracks (36.3 m), through Madison (38.3 m); follow main road across small bridge (42.7 m) and through 4-corners (43.8 m)—road to the left leads to Waterville. Straight east across RR. track (45.1 m) running along either side of park at Sangerfield (45.3 m), thence on Cherry Valley Turnpike, avoiding right-hand road (46.4 m).

Keep left at fork (50.4 m—sign "Bridgewater"); direct on main highway through Bridgewater (52.9 m), crossing RR. tracks at station (53.5 m); follow telegraph poles through West Winfield (56.4 m), crossing RR. tracks (58.3 m) and continue through East Winfield (58.6 m). Pass road on right (62.3 m)—**caution** for bad water-bars



See page 14
504

move a cow

(63.7 m) and bad RR. crossing at foot of grade (66.6 m), same thorofare becoming Main St., which follow to park on left.

67.7 37.0 **RICHFIELD SPRINGS**, center of town.

Berkeley-Waiontha Hotel, Main St.

Hotel Tuller, Main St.

Run east on Main St., following telegraph poles through Springfield (74.6 m) and East Springfield (76.6 m)—**caution** for sharp right and left curves downgrade (80.7 m) to prominent 4-corners, center of

81.2 13.5 **CHERRY VALLEY**.

At stone watering trough shortly beyond bear left with telegraph poles; $\frac{1}{2}$ mile out keep right fork up long grade to top of same (84 m—fine view of the valley—one of the best in the state). Keep right fork (84.5 m)—**caution** for sharp right curve top of grade (85.1 m). At 3-corners (86.5 m), bear slightly left, keeping main road across RR. tracks—station on right (88.4 m); shortly beyond bear slightly right to southern edge of

88.8 7.6 **SHARON SPRINGS**.

[Parties desiring to stop in Sharon Springs (**Pavilion Hotel or Mansion House**); or make connection with Canajoharie, should turn left downgrade.]

On direct route to Albany, keep straight east through Sharon Center (90.8 m), running over several steep hills and following main highway through Carlisle (98.4 m). Bad water-bars and rocky road surface on steep downgrade (102.9 m); cross iron bridge at the foot of hill (104 m), and continue through Sloansville (104.3 m) to further edge of

108.0 19.2 **ESPERANCE**.

Bear right through covered wooden bridge and keep left fork, immediately beyond, upgrade over bad water-bars, running under RR. tracks (114 m) and crossing RR. tracks (station on right—114.4 m). Keep straight through diagonal 4-corners at Duanesburg (114.6 m) and take right fork (119.1 m) through Dunnsville (121 m) and through covered wooden bridge (122.4 m), to first 4-corners* beyond (122.5 m).*

Here (for the longer but better way via Schenectady). turn 90° left; $\frac{1}{2}$ mile beyond (123 m), curve sharp left to right-hand road (123.2 m). Turn 90° right (sign. "Schenectady"), meeting State macadam (123.9 m): thence direct—**caution** for bad RR. crossing (124.9 m), running under RR. (125.9 m) to **but not past** next 4-corners (126.5 m).

* Straight ahead through these 4-corners (122.5 m) would be the direct line to Albany via the Western Turnpike (several miles of plank road, which the route via Schenectady—though about 10 miles farther—avoids. For directions that way—useful on occasions—see separate head at end of this route, page 542.

Route 291

Syracuse, N. Y., Section

Here—ignoring signs to Schenectady by shorter and poorer ways—turn 90° right, passing under RR. (127.1 m) and **through** prominent 4-corners with signs (127.3 m). Curve sharp left (127.4 m) to 3-corners (128.1 m); here keep to left, under RR. trestle (128.3 m) and across RR. bridge (128.4 m), meeting car-line (128.5 m).

Follow trolleys until they leave to right (129.2 m), keeping straight ahead on Crane St. down 7%-8% grade to end of road at S. Center St., Schenectady (129.6 m). Turn right, following car-tracks on brick pavement to intersection of State St., business center of (city map, page 483)

130.2 22.2 **SCHENECTADY**, State & S. Center Sts.

The Edison, at RR. station.

Mohawk Hotel & Baths, Center St., near State St.

The New Vendome, State St., east of RR. station.

Glenn's Restaurant, 422 State St.

Close Bros., Garage, 405 Smith St.

Burtiss Garage, Barrett St., near State St.

Turn 90° right on State St.; at fork (130.4 m) keep left with interurban trolleys—pavement for 1.8 miles, then State macadam (completed in 1908 from 132.2 m to Albany City line). Pass through small village (140.9 m) and under N. Y. C. RR. (141.5 m), same thoroughfare becoming Central Ave.—Washington Ave., Albany.

Direct (city pavement met at 142.6 m) to and alongside State Capitol (on right—144.8 m), turning right (144.9 m) in front of same and next left (145 m) with car-tracks into State St. Descend "Capitol Hill"—stone blocks—to intersection of Pearl St. (about midway between State Capitol and lower business center).

145.2 15.0 **ALBANY**, State & Pearl Sts., near hotels and garages.

The Ten Eyck, State St., near Capitol.

Hampton Hotel, State St. & Broadway.

The Kenmore, North Pearl St., near State.

Albany Garage Co., 30 Howard St.

Taylor Automobile Co., 35 Orange St.

Ketchum's Garage, Washington St. & Northern Blvd.

For diverging routes, see Index map, page 211.

For through connections, see Trunk-line Index map, page 1B.

Optional Route From Dunnsville to Albany Direct. After passing through covered wooden bridge just east of Dunnsville, and leaving road to the right for Schenectady (at 122.5 m), continue straight ahead across RR. tracks (124 m)

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



Syracuse, N. Y., Section

Route 293

through Fullers (124.3 m), running onto Plank Road (126 m), which follow for 6 miles through Guilderland (127 m) to end of Plank Road (131.8 m). Here run on to macadam and brick pavement, same becoming Western Ave., Albany.

Continue on same to Madison Ave. (133.7 m), where bear right with trolleys, and continue on Madison Ave. for $\frac{1}{2}$ -mile to Partridge St. (134.3 m)—large church on right, with columns in front. Turn left on Partridge St. and take second right hand street (Hudson Ave.); follow same direct into park (134.8 m), keeping right alongside small lake to further end of park.

Here bear left to further side of same, keeping right at large boulder, and bearing right onto State St. (cobble pavement). Follow State St. past Capitol on left (136.3 m), bearing right downgrade to junction of Pearl and State Sts., center of Albany (136.5 m), State and Pearl Sts.

Route 293—Syracuse to Utica, N. Y.—50.6 m.

Route map, page 508

Reverse route, No. 241

Via FAYETTEVILLE, running just above Chittenango and skirting the lower edge of Conastota to ONEIDA; thence through Oneida Castle, Vernon, Kirkland and New Hartford, with intermediate connection to and through Rome, making a Syracuse-Rome-Utica route. State macadam, complete or building, more than half way (1909).

MILEAGES Total Intermediate

(For this and other exits, see Syracuse city map, page 479.)

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | SYRACUSE , S. Salina & E. Genesee Sts., business center.
Start nearly east on E. Genesee St., crossing N. Y. C. RR.
(0.1 m). |
| 0.2 | 0.2 | At head of Fayette (small) park, jog right with trolleys on S. State St., and next left—again on E. Genesee St. Continue along narrow park on right (0.5 m), bearing slightly right at end of same (0.6 m). |
| 1.5 | 1.3 | At small triangular park (Automobile Club sign), leave car-tracks straight ahead by keeping to right—upgrade, across trolley (1.7 m). Descend grade (1.9 m), bearing right at fork (2.1 m); picking up car-line (from left), follow same through tollgate (2.5 m—4c to 8c toll), and second tollgate (5.2 m—4c to 8c toll). |
| 5.9 | 4.4 | Keep to left with trolley, following main road across iron bridge (7.5 m). |
| 7.6 | 1.7 | FAYETTEVILLE ; bear right with trolleys, upgrade through the town. |
| 7.9 | 0.3 | Stone watering trough in fork; take the left-hand road (leaving trolleys and Cazenovia road to right). Cross |

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.

NEW YORK
2002 Broadway

BOSTON
685 Boylston St.

FACTORIES
New Haven, Conn.

**Bragg
Stitched Tires**

PATENTED

CAPABLE OF GREAT MILEAGE



Large-scale map of the main-traveled route between Syracuse and Utica,

West Shore RR. at Fayetteville station (8.1 m), straight ahead through Mycenae (a few scattered houses only—12.1 m).

- 13.2 5.3 **Prominent fork** (telegraph poles go to left, Automobile Club sign points to right); unless going through Chittenango—for which keep to right as the sign points, 6-10 mile farther and more hilly—**take left with telegraph poles**. Continue across Chittenango Creek (14.6 m) and through prominent 4-corners (14.8 m), curving right (15.1 m); cross iron bridge (15.3 m), and run straight ahead through **Sullivan** (a few scattered houses only—16.4 m). Cross RR. (21.5 m) and immediately beyond pass left-hand road leading into Canastota; continue through 4-corners at **Wampsville** (23.7 m—Madison Co. Court House over to the left).
- 24.7 11.5 **5-roads**; leave the unimproved trunpike straight ahead by turning diagonally left (on slightly longer but good road through Oneida). Carefully pass under RR. (25.7 m) and pick up trolleys, following tracks on Lenox Ave. to end of same at Main St.
- 27.1 2.4 **ONEIDA**, end of Lenox Ave.; turn right on Main St., following trolleys under RR. (28.1 m).
- 28.3 1.2 End of Main St.; turn left—again on the Seneca Turnpike. Pass right-hand road, keeping straight ahead over

Large
Airy
Rooms

**STOP Over Night at the
Yates Hotel, Chittenango, N.Y.**

American and European Plan.

GOOD GARAGE AND GASOLINE

GEORGE L. WOOD, Prop. Member Syracuse Auto Club and A. A. A.

Good
Clean
Beds

BAGG'S HOTEL

ESTABLISHED 1794 UTICA, N. Y. AMERICAN PLAN

OFFICIAL HEADQUARTERS: — BLUE BOOK; NEW YORK-ST. LOUIS
TOUR, 1904: GLIDDEN TOUR, 1906.

T. W. & D. M. JOHNSON

THE NEW \$600,000 HOTEL UTICA, UNDER SAME MANAGEMENT
OPENS 1911



In connection with which see map of the Rome Triangle (page 438).

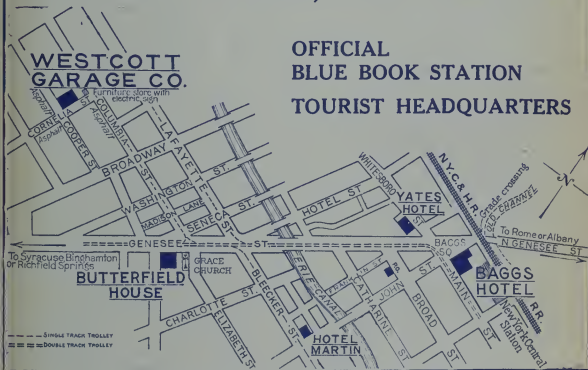
WESTCOTT GARAGE CO.

CORNER COOPER AND CORNELIA STREETS

UTICA, N. Y.

Bell Phone 1768-I

Home Phone 2830



OFFICIAL
BLUE BOOK STATION
TOURIST HEADQUARTERS

RR. and iron bridge at **Oneida Castle station** (28.4 m).

- | | | |
|------|-----|--|
| 29.5 | 1.2 | Curve left—upgrade—over RR. bridge. |
| 30.1 | 0.6 | Caution for right turn under RR. and immediately left, along south side of tracks. |
| 30.6 | 0.5 | SPECIAL CAUTION for end of road, with immediate left turn under RR. and immediate square right at Sher-rill station . Look out for dangerous crossing of both steam and electric lines (31.5 m), then direct into Vernon (auto traps on this stretch. 1909). |
| 33.7 | 3.1 | VERNON ; straight through small village, crossing 2 small iron bridges (33.8 m). |
| 35.1 | 1.4 | Fork; keep to left on main road (right leads to Vernon Center and Oriskany Falls). |
| 35.7 | 0.6 | Cross-roads (macadam 4 ways) ; for Kirkland, New Hartford and Utica by direct route, continue straight ahead. |

For connection to Rome, and through Rome to Deerfield, and Utica—including a junction at Deerfield, if desired, with the Utica-Albany route; making a Syracuse-Oneida-Rome-Albany line, without going through Utica, see supplementary route, No. 294.

Route 294

Syracuse, N. Y., Section

- 42.0 6.3 **KIRKLAND**; straight through small village, crossing iron bridge over Oriskany Creek. Pass old iron furnace on right, and right-hand road (42.1 m—which leads to Clinton).
- 42.2 0.2 Cross RR. at **Kirkland station** and immediately turn diagonally right with the macadam (leaving old dirt road straight ahead), direct into the Clinton-Utica road (44.0 m).
- 46.0 3.8 End of road; turn right over O. & W. RR., picking up and following trolleys past Golf Grounds (on left—46.3 m).
- 47.1 1.1 **NEW HARTFORD**, suburb of Utica; straight through with the trolley. Cross D. L. & W. RR. (47.5 m) and West Shore RR. (48.7 m); continue along Genesee St. through Oneida Sq. (Soldiers' Monument on left—49.8 m).
- 50.6 3.5 **UTICA**, Genesee & Bleecker Sts., business center.
Baggs Hotel, Baggs Square, lower Genesee St.
St. James Hotel, Whitesboro St., near Genesee St.
The Westcott Garage Co., Cooper & Cornelia Sts.
The Bender Garage Co., Elizabeth St. & Park Ave.
 For city map and points of interest, see Utica Section, page 434.
 For diverging routes, see Index map, Utica Section, page 433.
 For through connections, see Trunk-line Index map, page 1B.

Route 294—Syracuse to Utica Via Rome—62.3 m.

Route map, page 438

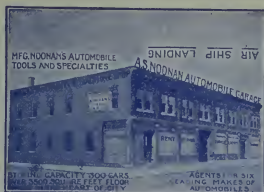
Reverse route, No. 242

Leaving the Syracuse-Utica direct line at 35.7 m by turning nearly north to Rome (the best way from points west to Rome until completion of the Oneida-Rome direct macadam, probably 1911); thence to Utica via the State Road on the north side of the Mohawk River and Deerfield.

Users of this supplementary route may connect at Deerfield, if desired, with the Utica-Albany route, making a Syracuse-Oneida-Albany route, without going through Utica.

MILEAGES
 Total Intermediate

- (Mileage reckoned from Syracuse, via the preceding route.)
- 35.7 35.7 **Cross-roads (macadam 4-ways)**; leave the Syracuse-Utica direct line by turning square left—sign, "Rome 10¼ m"—dangerous crossing W. S. RR. (36.6 m). Pass all roads on right and left, following macadam through **Lowell** (a few scattered houses only—40.2 m).
- 42.3 6.6 Turn left with the macadam, curving right (43.8 m) past County buildings (on right), same thoroughfare becoming S. James St., Rome—a short stretch of poor dirt road, then brick pavement. Cross N. Y. C. RR. (dangerous crossing, 45.8 m) and iron bridge over Erie Canal (45.9 m).
- 46.0 3.7 **ROME**, Dominick & James Sts., business center.
Stanwix Hall Hotel, James St., near Dominick St.
A. S. Noonan, Garage, Dominick St., near James St.
For Deerfield and Utica, turn right on Dominick St., following trolleys over Black River Canal (46.2 m) and iron bridge (Mohawk River—46.3 m). From end of car-line (47.2 m), run straight ahead across iron bridge (50.4



ROME, N. Y. NOONAN'S GARAGE

Noonan's Tool and Machine Works, Prop.

**Largest and Best Equipped
Garage in the State**

State Road in all Directions

STANWIX HALL

**A Strictly First Class Hotel With
All Modern Conveniences**

Make Rome an overnight stop.
Ask for our directory to points of local
and historical interest.



m)—**caution** for deceptive bridge (52.9 m—dangerous at speed, 2 or 3 fatal accidents), with right and left curves beyond. Continue through 4-corners (56.0 m—stone schoolhouse on right); cross RR. (58.8 m) and pass right-hand road (59.3 m—sign, "Utica 2 m").

61.0 15.0 **DEERFIELD VILLAGE.**

(For connection to Albany without going into Utica, see the Utica-Albany route, No. 241, picking up the schedule at 1.3 m.)

The regular way in—as given in the next paragraph—may be interfered with during 1910 by the building of an overhead viaduct at the N. Y. C. station; if so, a temporary way around will probably be made, but inquiry at Deerfield would be advisable.

Continue across wood bridge (new channel Mohawk River—61.4 m), through old tollgate (61.5 m—autos exempt), and use iron bridge (old channel Mohawk River, 62.0 m); **caution** for immediate crossing of many tracks, N. Y. C. RR. Continue straight ahead through Baggs's Square, following trolleys up Genesee St. and crossing lift bridge over Erie Canal (62.2 m).

62.3 1.3 **UTICA,** Genesee & Bleecker Sts., business center.

Baggs Hotel, Baggs Square.

St. James Hotel, Whitesboro St., near Genesee St.

Westcott Garage Co., Cornelia & Cooper Sts.

Bender Garage Co., Park Ave. & Elizabeth St.

For city map, see Utica Section, page 434.

Route 296

Syracuse, N. Y., Section

Route 296—Syracuse to Watertown, N. Y.—70 m.

Route map, page 476

Reverse route, No. 311

Via Cicero, BREWERTON, Hastings, Union Square, PULASKI, Sandy Creek, Pierrepont Manor and ADAMS, with connection (via Cicero) to South Bay, on Oneida Lake. Variable roads; several miles of old plank road just above Syracuse, occasional stretches of sand and some macadam.

MILEAGES		(For this and optional exits, see Syracuse city map, page 479.)
Total	Intermediate	
0.0	0.0	SYRACUSE , S. Salina & E. Genesee Sts., business center. Start north, crossing lift bridge over Erie Canal into N. Salina St.; cross West Shore RR. (0.2 m) and Oswego Canal (0.3 m), keeping to right of Fireman's Monument (0.5 m).
1.7	1.7	Turn right with one line of trolleys into Wolf St., past ear-barns (on right); continue under RR. (3.0 m) and through tollgate (3.8 m—5c toll). Straight ahead on old Plank Road—a relie—through N. Syracuse (6.8 m), paying 5c toll (7.7 m).
9.6	7.9	CICERO ; straight through (except for South Bay, on Oneida Lake, for which see note "A" at end of this route).
14.0	4.4	BREWERTON ; straight through, crossing long iron bridge (14.1 m, Oneida Lake on right)— Caution for dangerous grade crossing (16.7 m).
17.4	3.4	CENTRAL SQUARE ; direct through.
19.5	2.1	HASTINGS CENTER ; straight through small village, avoiding left-hand road.
23.4	3.9	HASTINGS ; straight on, crossing iron bridge (25.5 m).
26.7	3.3	COLOSSE ; direct through, keeping to right on main road leaving town (26.8 m). Cross RR. (27.3 m).
29.4	2.7	UNION SQUARE ; straight through, past old hotel (on left)—direct road, but bumpy (1909). Continue through prominent 4-corners (35.9 m, where road from Oswego and Mexico comes in from the left), crossing RR. (36.7 m).
37.0	7.6	End of road; turn left across iron bridge (Salmon River), and immediately right on Jefferson St.
37.1	0.1	PULASKI , park on left; straight through on direct but sandy road most of way into Sandy Creek.
42.9	5.8	SANDY CREEK (Don't cross bridge); turn right at center of town, then straight ahead, crossing RR. (43.7 m).
43.8	0.9	LACONA ; straight through small village, turning left at end of road (43.9 m).
48.5	4.7	MANNVILLE ; straight through small village, descending grade nearing Pierrepont Manor.
50.2	1.7	PIERREPONT MANOR ; direct through small village, taking right-hand road at fork (50.5 m). Run through covered bridge (53.6 m).
53.7	3.5	End of road beyond covered bridge; turn right, same thoroughfare becoming Grove St., Adams.
56.1	2.4	End of road; turn left, crossing iron bridge (56.2 m) into Main St.

- 56.3 0.2 **ADAMS**; straight through.
 60.0 3.7 **ADAMS CENTER**; direct through on main road, passing prominent left-hand road. Curve right, downgrade (61.9 m).
 67.8 7.8 In front of cemetery gates turn left on road which becomes Washington St., Watertown.
 70.0 2.2 **WATERTOWN**, Public Square, center of city
 New Woodruff House, opposite the square
 State St. Garage, 339 State St.
 Warner Automobile Co., 155 Arsenal St.

Watertown is the principal route center in northern New York, and the gateway to most St. Lawrence River-1,000 Island points, including Clayton, from which connection is had by boat with Kingston, Ontario, for nearby Canadian resorts, Ottawa, Montreal, etc.

For city map and points of interest, see Watertown Section, page 525.

For diverging routes, see Index map, Watertown Section, page 523.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Connection from this route to South Bay, on Oneida Lake—the direct way is from Syracuse to Cicero (9.6 m), where a right turn is made, and shortly a left turn toward the lake (a total of about 13½ miles). This stretch was being macadamized (1909 and may or may not be open for 1910; in that case, ask at Cicero for temporary way around.

Route 297—Syracuse to Oswego, N. Y.—35.3 m.

Route map, page 476

Reverse route, No. 301

Via Liverpool, Three River Point and Phoenix to FULTON; thence across to the west side of Oswego River at Oswego Falls and north into West 1st St., Oswego. Mostly dirt road to Fulton; macadam balance of way to Oswego.

MILEAGES

Total Intermediate

- (For this and optional exits see Syracuse city map, page 479.)
 0.0 0.0 **SYRACUSE**, S. Salina & E. Genesee Sts., business center.
 Start north, crossing lift bridge over Erie Canal into N. Salina St.; cross West Shore RR. (0.2 m) and Oswego Canal (0.3 m), keeping to right of Fireman's Monument (0.5 m).
 1.7 1.7 Turn right with one line of trolleys into Wolf St.
 1.8 0.1 Turn left (immediately beyond carriage factory) into Park St.; cross canal bridge and pass under RR. (2.2 m). Pass right-hand road (2.7 m) and follow along Onondaga Lake (on left), crossing RR. at **Liverpool** station (4.7 m).
 5.0 3.2 Avoid left-hand macadam by following trolleys along park, **LIVERPOOL**. Pass left-hand road (7.4 m), straight ahead through prominent 4-corners (8.5 m).
 13.0 8.0 **3-River Point**; bear left, then right across long wood bridge.
 15.0 2.0 **PHOENIX**; straight through.
 15.2 0.2 Fork; keep to left on main road, crossing trolley (15.9 m).
 16.3 1.1 Fork; keep to right on main road, again crossing trolley (16.6 m & 20.2 m), passing water works (on left).

SECTION INDEX MAPS

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR LAYING OUT AN
EXTENDED TOUR USE

GRAPHIC TRUNK-LINE CHART

Route 299

Syracuse, N. Y., Section

- 22.8 6.5 Fork on outskirts of Fulton; bear left—sign, "First St." Pick up and follow trolleys across RR. switches into E. 1st St.
- 24.4 1.6 **FULTON**; turn left across iron bridge over the Oswego River.
- 24.7 0.3 **OSWEGO FALLS**; turn right on the East Side road.
- 30.8 6.1 **MINETTO**; straight through, past Shade Cloth factory. Pass reservoir (on left—33.6 m), same thorofare becoming W. 1st St.
- 35.3 4.5 **OSWEGO**, W. 1st & Bridge Sts., West Side business center.

For city map, see Oswego Section, page 519.

For diverging routes, see Index map, Oswego Section, page 518.

For through connections, see Trunk-line Index map, page 1B.

Route 299—Syracuse-Skaneateles-Glen Haven, N. Y.— 45.1 m.

Route map, page 476

Reverse route, No. 300

Via Camillus and ELBRIDGE to SKANEATELES, thence along the east side of Skaneateles Lake, reaching Glen Haven by rounding the south end of the lake. Good roads (about half macadam) and fine scenery throughout; several steep hills.

This is the best way between Syracuse and Glen Haven. By going through Elbridge and Skaneateles Junction, several troublesome hills on the shorter line between Camillus and Skaneateles via Marcellus are avoided. The west side of the lake from Skaneateles to Glen Haven may also be used, but—considered throughout—it is not as good a way as this.

MILEAGES (For this and optional exits, see Syracuse city map, page 479.)
Total Intermediate

0.0 0.0 **SYRACUSE**, S. Salina & E. Genessee Sts., center of city.

Start north on Salina St., crossing lift bridge over Erie Canal.

0.1 0.1 Turn (1st) left into W. Genessee St. (which is followed all the way out of the city). Cross RR. (0.2 m) and pass under RR. (1.6 m); immediately cross canal bridge and bear right with Genessee St. (leaving trolleys to right (1.7 m). Again cross RR. and ascend grade; striking macadam (2.4 m, 1909), follow same direct west—up and down several grades.

7.5 7.4 **Caution** (Automobile Club of Syracuse warning sign on left), for very steep winding downgrade, with RR. crossing at foot (7.9 m); good control is essential.

8.3 0.8 **CAMILLUS**; straight through small village, crossing iron bridge. Pass left-hand road (8.4 m—leading to Marcellus) by curving right with main road up very steep grade. From top (9.0 m), continue straight ahead past numerous roads on right and left, slowing down for auto-traps (1909).

15.5 7.2 **ELBRIDGE**; leave the road straight ahead by turning square left—sign, "Skaneateles 7 m".

16.4 0.9 4-corners; turn right with the macadam, curving sharp left (16.7 m).

- 17.4 1.0 Cross RR. at **Skaneateles Junction** and (to avoid poor stretch on the road straight ahead, 1909), turn immediately right.
- 17.6 0.2 Turn left, coming into the direct road again (17.9 m), crossing RR. several times in next 2.2 miles.
- 19.8 2.2 **Caution** for abrupt left turn and immediately right.
- 20.5 0.7 **Mottville**; turn left with the macadam and next right (hotel on the corner). Same thorofare becomes Jordan St., which follow to end of same at the edge of the lake.



Map showing routes through Skaneateles, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

- 22.5 2.0 **SKANEATELES**; foot of Jordan St. at the lake.

For the optional road down the west side of the lake, turn right on Genesee St., and next left into W. Lake St. This is a fine road for several miles, but the short route to Glen Haven that way has a very dangerous hill, and is otherwise inferior to the line given in the following paragraphs.

Turn left on Genesee St., following the car-line 0.7 mile only.

- 23.2 0.7 Leave trolleys by turning right on main road along the east side of Skaneateles Lake—macadam at the start, then fair-to-good dirt road. Descend grade, crossing small iron bridge at foot (28.4 m); curve short left and ascend steep grade—passing through gully (29.7 m).
- 30.7 7.5 **BORODINO**; straight through small village.
- 36.2 5.5 **SPAFFORD**; straight through small village—old wood church on right. At 38.4 m pass right-hand road which leads down to the lake—short way but very steep descent to Glen Haven; for Glen Haven, continue to Scott, following those directions throughout. Strike macadam and follow same into

Route 300

Syracuse, N. Y., Section

- 41.3 5.1 **SCOTT**, country store on left; leave road to Homer and Cortland straight ahead, by turning right at 4-corners, crossing small bridge (41.5 m).
- 41.8 0.5 Turn (next) right; pass left-hand road (42.1 m) and descend grade.
- 44.2 2.4 Turn left across small bridge, bearing right (44.5 m).
- 45.1 0.9 **GLEN HAVEN**; Glen Haven Hotel.

Route 300—Glen Haven to Syracuse, N. Y.—45.1 m.

Route map, page 476

Reverse route, No. 299.

Rounding the south end of Skaneateles Lake, thence up the east side to SKANEATELES. Continued north through Skaneateles Junction to ELBRIDGE, where a right turn is made for Camillus and Syracuse. Good roads (about half macadam), and fine scenery throughout; several steep hills.

This is the best way between Glen Haven and Syracuse. By going through Skaneateles and Elbridge, several troublesome hills on the shorter line between Skaneateles and Camillus via Marcellus are avoided. The west side of the lake from Glen Haven to Skaneateles may also be used; but—considered throughout—it is not as good a way as this.

MILEAGES

Total Intermediate

- 0.0 0.0 **GLEN HAVEN HOTEL**. Start south on the one road toward Scott, curving left (0.6 m) across small iron bridge.
- 0.9 0.9 Turn right; pass right-hand road (2.0 m), and ascend grade.
- 3.3 2.4 Turn left, crossing small iron bridge (3.6 m).
- 3.8 0.5 4-corners, **SCOTT**; turn left—now on the Cortland-Skaneateles line. From end of macadam (4.3 m, 1909), go straight ahead on dirt road, past left-hand and wood schoolhouse on left—4.7 m).
- 5.3 1.5 Fork; take the left-hand road—leaving right-hand road and the wires—shortly coming to a fine view of Skaneateles Lake. [At 6.7 m pass left-hand road which leads down to the lake—short way but very steep descent to Glen Haven].
- 8.9 3.6 **SPAFFORD**; straight ahead through small village (old white church on left).
- 13.3 4.4 3-corners; bear left on the main-traveled road, carefully descending grade.
- 14.4 1.1 **BORODINO**; straight through small village—caution for gully (15.4 m). Shortly descend grade with sharp right turn across small iron bridge; ascend grade and strike macadam, which continues balance of way into Skaneateles.
- 21.9 7.5 Meet trolley, turn left on Genesee St. and follow tracks into center of
- 22.6 0.7 **SKANEATELES**, lake on left.
Leave the Skaneateles-Auburn line by turning right on Jordan St., which follow out of town.
- 24.6 2.0 **Mottville** (hotel on corner); turn left with the macadam, and next right (24.7 m)

Syracuse, N. Y., Section

Route 300

- 25.3 0.7 Turn left and immediately right (without crossing small iron bridge); then straight ahead over several RR. tracks next 2 miles.
- 27.2 1.9 Avoid short but poor way to Skaneateles Junction by keeping to left with the best road.
- 27.5 0.3 (**Don't cross RR.**); turn right along RR. (on left).
- 27.7 0.2 Turn left across RR. at **Skaneateles Junction**, then straight ahead, curving sharp right (28.4 m).
- 28.7 1.0 4-corners; turn left with the macadam, direct into
- 29.6 0.9 **ELBRIDGE**, central 4-corners; turn right—now on the Auburn-Syracuse line.
- 36.5 6.9 **Caution** (Automobile Club of Syracuse warning sign); bear right down steep, winding grade—good control essential.
- 36.8 0.3 **CAMILLUS**; straight through small village, crossing iron bridge. Cross RR. at **Camillus station** (37.2 m) and ascend steep, winding grade; road is now up and down grade direct into W. Genesee St., Syracuse. Cross RR. (43.4 m), and canal bridge, passing under RR. (43.5 m).
- 43.6 6.8 Fork; leave trolleys to right by keeping left on W. Genesee St., past St. Joseph's Hospital (on left). Pick up trolley (44.7 m) and follow same across RR. (44.9 m).
- 45.0 1.4 Turn right from Genesee St. into Salina St., crossing lift bridge over Erie Canal.
- 45.1 0.1 **SYRACUSE**, E. Genesee & S. Salina Sts., business center.

Yates Hotel, E. Genesee & Montgomery Sts.

The Onondaga, Warren & Jefferson Sts.

O'Donnell's Grill, Clinton & Fayette Sts.

Bissell's Garage, 109 S. State St.

For city map, see Syracuse Section, page 479.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.

The compilers of this volume are always glad to receive suggestions or changes necessitated by improvements in certain sections. In the back of this volume will be found blank memorandum pages which will be useful in jotting down notes.

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS. FOR LAYING OUT AN EXTENDED TOUR USE **GRAPHIC TRUNK-LINE CHART**

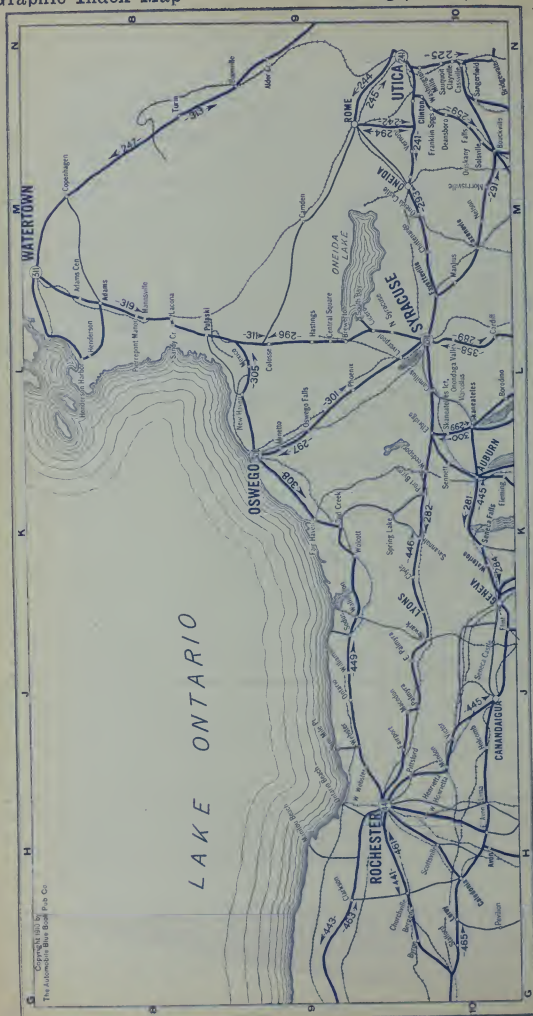
TRUFFAULT-HARTFORD SHOCK ABSORBER

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thank-you-ma'am may break
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OSWEGO GRAPHIC INDEX MAP



OSWEGO, N. Y., SECTION

ROUTES 301 TO 310

Route 301—Oswego to Syracuse, N. Y.—35.3 m.

Route map opposite

Reverse route, No. 297.

Main road along the west side of the Oswego River to Oswego Falls, thence across to the east side at FULTON and south through Phoenix, Three River Point and Liverpool. Macadam to Oswego Falls; mostly dirt road balance of way to Syracuse.

MILEAGES

Total Intermediate

0.0	0.0	OSWEGO , West 1st & Bridge Sts.; West Side business center.
		Start south on 1st St., which becomes the River Road on the outskirts of the city; pass reservoir (on right—1.7 m) and follow main-traveled road.
4.5	4.5	MINETTO ; straight through, past Shade Cloth factory (on right).
10.6	6.1	OSWEGO FALLS ; turn left across iron bridge over the Oswego River.
10.9	0.3	FULTON ; turn right on East 1st St., following the trolley. Cross RR. switches and leave car-tracks to left (12.1 m) by keeping straight ahead past water works (on right) and across trolley (15.1 m).
16.2	5.3	Fork; take the left-hand road with telegraph poles (leaving brick school on the right). Cross trolley (18.7 m & 19.4 m).
20.3	4.1	PHOENIX ; straight through center of town. Cross long wood bridge at 3-River Point (22.3 m); from end of bridge bear left and then right at hotel. Pass right-hand road (23.1m) and continue through 4-corners (26.8 m).

Route 305

Oswego, N. Y., Section

- 30.3 10.0 **LIVERPOOL**; straight through, past trolley station and park (on right). Cross RR. at Liverpool station (30.6 m) and come along Onondaga Lake (on right); cross canal bridge and continue under RR. (33.1 m). Follow Park St., across a second canal bridge and RR. switch.
- 33.5 3.2 Meeting trolleys, turn right on Wolf St., Syracuse.
- 33.6 0.1 Turn left with trolley into N. Salina St., which is followed balance of way in, keeping right at forks of streets (34.0 m & 34.7 m). Cross Oswego Canal (35.0 m), West Shore RR. (35.1 m) and lift bridge over Erie Canal.
- 35.3 1.7 **SYRACUSE**, S. Salina & E. Genesee Sts., business center. The Onondaga, Warren & Jefferson Sts. Yates Hotel, E. Genesee & Montgomery Sts. O'Donnell's Grill, Clinton & Fayette Sts. Bissell's Garage, 109 S. State St.
- For city map and points of interest, see Syracuse Section, page 479.
For diverging routes, see Index map, Syracuse Section, page 476.

Route 305—Oswego to Watertown, N. Y.—57.7 m.

Route map, page 518

Reverse route, No. 319

Via New Haven, Mexico, PULASKI, Sandy Creek, Pierrepont Manor and ADAMS, entering Watertown by Washington St. All macadam to Mexico; variable roads—considerable sand and some macadam—Mexico to Watertown.

MILEAGES

Total Intermediate

- (For this and optional exits, see Oswego city map, page 519.)
- 0.0 0.0 **OSWEGO**, W. 1st & Bridge Sts., west side business center. Start east, crossing long iron bridge over the Oswego River into East Bridge St.; straight out with trolleys to 10th St.
- 0.9 0.9 Turn right on 10th St.
- 1.0 0.1 Turn (next) left on Oneida St.
- 1.1 0.1 Fork; keep to right on the best road, crossing bridge over RR. (1.3 m), and running into macadam beyond city line.
- 4.2 3.1 **Scriba**; straight through small village, following unmistakable macadam—"S-curves" in cut (7.7 m). Descend short steep grade (9.6 m), with small iron bridge at foot, entering
- 10.2 6.0 **New Haven**; straight through small village, following the macadam all way into
- 14.8 4.6 **MEXICO**; straight through center of town. Cross iron bridge (14.9 m) and immediately take the left-hand road, upgrade.
- 16.3 1.5 Turn left with one line of wires (signpost at the turn).
- 19.3 3.0 Bear left on the best road, crossing narrow wood bridge (20.1 m).
- 23.3 4.0 End of road; turn right, across RR. (23.4 m).
- 23.6 0.3 Prominent 4-corners; turn left—now on the Syracuse-Watertown route, crossing RR. (24.4 m).
- 24.7 1.1 End of road; turn left across iron bridge (Salmon River), and immediately right on Jefferson St

- 24.8 0.1 **PULASKI**, park on left; straight through on direct but sandy road most of way into Sandy Creek.
- 30.6 5.8 **SANDY CREEK** (don't cross bridge); turn right at center of town, then straight ahead, crossing RR. (31.4 m).
- 31.5 0.9 **LACONA**; straight through small village, turning left at end of road (31.6 m).
- 36.2 4.7 **MANNSVILLE**; straight through small village, descending grade nearing Pierrepont Manor.
- 37.9 1.7 **PIERREPONT MANOR**; direct through small village, taking right-hand road at fork (38.2 m). Run through covered bridge (41.3 m).
- 41.4 3.5 End of road beyond covered bridge; turn right, same thoroughfare becoming Grove St., Adams.
- 43.8 2.4 End of road; turn left, crossing iron bridge (43.9 m) into
- 44.0 0.2 **ADAMS**; straight through.
- 47.7 3.7 **ADAMS CENTER**; direct through on main road, passing prominent left-hand road. Curve right, downgrade (49.6 m).
- 55.5 7.8 In front of cemetery gates turn left on road which becomes Washington St., Watertown.
- 57.7 2.2 **WATERTOWN**, Public Square, center of city.

New Woodruff House, opposite the square.

State St. Garage, 339 State St.

Warner Automobile Co., 155 Arsenal St.

Watertown is the principal route center in northern New York, and the gateway to most St. Lawrence River-1,000 Island points, including Clayton, from which connection is had by boat with Kingston, Ontario, for nearby Canadian resorts: Ottawa, Montreal, etc.

For city map, see Watertown Section, page 525.

Route 308—Oswego to Rochester, N. Y.—69.0 m.

Route map, page 522

Reverse route, No. 449

Out Bridge and Seneca Sts., through Fairhaven, Wolcott, SODUS, Williamson, ONTARIO and Webster, turning south at W. Webster across Irondequoit Bay, entering Rochester by Clifford St., the Culver Road, Bay, Webster, N. Goodman and E. Main Sts.

Some parts of this route—which is within a few miles of Lake Ontario practically all the way—are over fair-to-good roads, with some macadam, but it is sandy and rough for a considerable part of the way. This run has not been covered by the Blue Book Car, and these running directions are principally useful in giving the names of the towns passed through, and the relative distance.

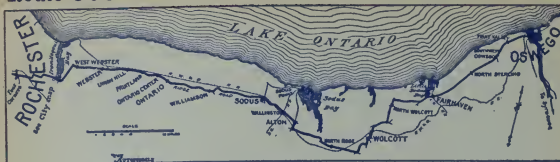
MILEAGES
Total Intermediate

(For this and optional exits, see Oswego city map, page 519.)

0.0 0.0 **OSWEGO**, W. 1st & Bridge Sts.

Start west on Bridge St. to intersection of Seneca St., western edge of city, where (1.1 m) turn diagonally left across RR. track, thence on main route through Fruit Valley (3.0 m) and Southwest Oswego (white church on corner—4.8 m). Avoiding left fork (5.0 m), continue on stony, hilly road across iron bridges (6.5 m & 7.3 m) through hamlet of North Sterling (8.5 m); direct over bridges (9.2 m & 11.2 m), crossing RR. (14.0 m) into Fairhaven (14.2 m).

Go through, following telegraph wires to left-hand



road (15.8 m—taking care not to pass); turn left, direct across bridge (18.9 m) and RR. (19.1 m) into Red Creek (19.4 m), where turn right, shortly curving left to fork (20.8 m). Bear right to end of road (21.3 m) turning right on rough, sandy road, crossing bridge (25.0 m) to end of street (25.1 m), where turn right through center of Wolcott (25.2 m).

Direct out, across RR. (25.6 m) to fork (26.1 m); keep to left, straight ahead to Resort (30.7 m), turning left over Sodus Bay (31.0 m) through Alton (33.7 m). Pass right-hand road just beyond (connection to Sodus Point—4.2 m), thence direct across RR. tracks at Wallington (35.5 m); cross trolley line (35.8 m) and RR. tracks again (37.1 m) into

38.2 38.2 **SODUS**, center of town.

Go through, crossing interurban trolley (39.3 m & 41.5 m) through E. Williamson (42.3 m); turn left (43.9 m) across car-tracks through Williamson (44.9 m), again crossing trolley (at Pratts Mill—47.0 m) through Ontario (50.0 m), Ontario Center (51.2 m), Fruitland (52.8 m) and Union Hill (54.6 m). Cross trolley (56.1 m) straight ahead on the Ridge Road through Webster (57.6 m) to 4-corners at W. Webster (60.9 m); here turn left on macadam, crossing trolley 3 times and bridge over Ironduquoit Bay (64.0 m).

Straight ahead on main road, crossing bridge over electric railway (65.1 m) into Clifford St., Rochester, to intersection of the Culver Road (65.5 m); turn left on the Culver Road, and right (65.8 m) into Bay St. At fork $\frac{1}{2}$ -mile beyond (66.3 m), bear left on Webster Ave. to end of same at North Goodman St. (67.2 m); turn left on North Goodman St. and right (67.3 m) into E. Main St., direct with trolleys to

69.0 30.8 **ROCHESTER**, E. Main St., business center.

Powers Hotel, Main & State Sts.

Hotel Rochester, W. Main St. & Plymouth Ave.

Hotel Seneca, Clinton Ave. & East Main St.

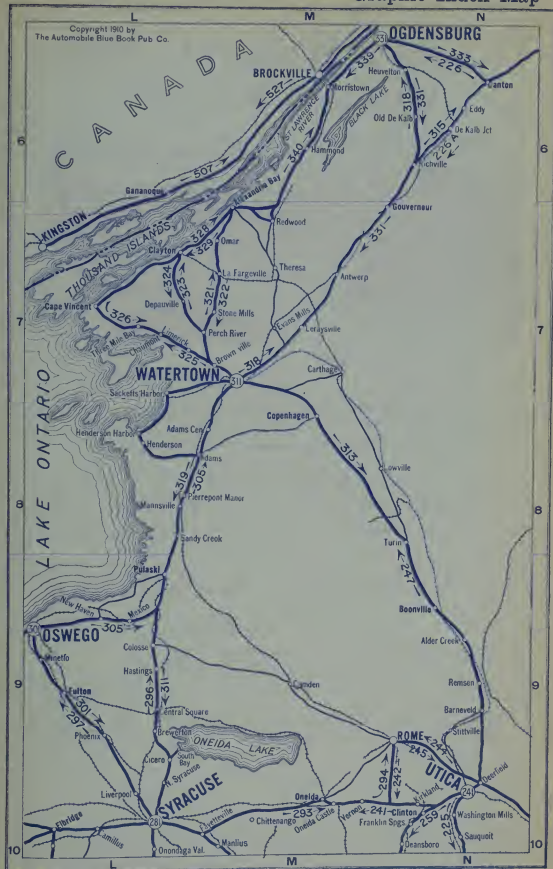
Whitcomb House, Main St. & Clinton Ave.

Carleton Garage, Cortland St., near Seneca Hotel.

C. L. Whiting, 591 Main St. E., **Stock Michelin Tires**.

For city map and points of interest, see Rochester Section, page 641.

For diverging routes, see Index map, Rochester Section, page 639.



The numbers on the various routes refer to corresponding route numbers in this volume of the Blue Book, shown at the beginning of each route, and at the top of each page, in bold-face type. These numbers are not to be confused with the page numbers appearing at the bottom of the page in very small type.

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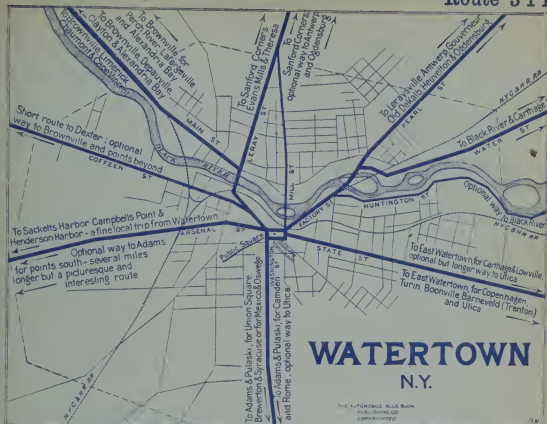
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WATERTOWN, N. Y., SECTION

ROUTES 311 TO 330

Route 311—Watertown to Syracuse, N. Y.—70 m.

Route map, page 523

Reverse route, No. 296

Via ADAMS, Pierrepont Manor, Sandy Creek, PULASKI, Union Square, Hastings, BREWERTON and Cicero; with connection (via Brewerton) to South Bay, on Oneida Lake. Variable roads; some macadam, occasional stretches of sand and several miles of old plank road, just above Syracuse.

MILEAGES

Total Intermediate

0.0	0.0	WATERTOWN , Public Square, center of city. Start south on Washington St.—wide asphalt, no trolleys—shortly running onto short stretch of macadam. Curve right in front of cemetery gates (2.2 m), passing left-hand macadam road (2.4 m).
3.6	3.6	Fork; take the left-hand road—with the most travel—dirt road, with stony spots (1909). Continue straight ahead through prominent 4-corners (6.9 m), curving left, upgrade (8.1 m).
10.0	6.4	ADAMS CENTER ; straight through small village.
13.2	3.2	Fork, entering Adams; bear left—upgrade. Pass stand-pipe (on left) and descend grade into
13.7	0.5	ADAMS ; straight through center of town, crossing iron bridge (13.8 m). Pass first right-hand road beyond

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oute 311.

Watertown, N. Y., Section

- bridge, taking the next right (13.9 m)—Grove St.—with telegraph poles. Pass left-hand road where the wires turn (15.9 m).
- 16.3 2.6 (**Don't cross RR.**); turn left through covered bridge (16.4 m), following main-traveled road.
- 19.8 3.5 **PIERREPONT MANOR**; straight through small village, ascending grade.
- 21.5 1.7 **MANNVILLE**; direct through small village.
- 23.2 1.7 Fork; keep straight ahead on main road—with telegraph poles (right-hand road crosses RR., and is a shorter, but more sandy road into Sandy Creek).
- 26.1 2.9 Leave road to Richland straight ahead by turning right (large electric light pole at the turn).
- 26.2 0.1 **LACONA**; straight through small village, crossing RR. (26.3 m).
- 27.1 0.9 **SANDY CREEK**; turn left into Main St., following same out of town—sandy and bad road until near Pulaski.
- 32.9 5.8 **PULASKI**, Jefferson St.; pass park on right, at center of town.
- 33.0 0.1 Turn left across iron bridge (Salmon River), and first right beyond into Salina St. Cross RR. (33.3 m) and continue straight ahead through prominent 4-corners (34.1 m—right-hand road leads to Mexico and Oswego); direct road, but bumpy (1909).
- 40.6 7.6 **UNION SQUARE**, old hotel on right; straight through, crossing RR. (42.7 m).
- 43.3 2.7 **COLOSSE**; straight through small village.
- 44.2 0.9 Fork; take the right-hand road (Syracuse Automobile Club sign), crossing iron bridge (44.5 m).
- 46.6 2.4 **HASTINGS**; straight through small village.
- 50.5 3.9 **HASTINGS CENTER**; straight through small village.
- 52.6 2.1 **CENTRAL SQUARE**; straight through—**Caution** for dangerous grade crossing (53.3 m). Cross long iron bridge (55.9 m—Oneida Lake on left).
- 56.0 3.4 **BREWERTON**; straight through center of town.
- 57.5 1.5 Prominent 4-corners (left-hand road leads to South Bay, on Oneida Lake; directions to the lake, see note "A" at end of this route). **For Cicero and Syracuse**, go straight ahead.
- 60.4 2.9 **CICERO**; straight through, running onto old Plank Road—a relic. Pay 5c toll (62.3 m) and keep straight ahead through North Syracuse (63.2 m), picking up trolley (65.9 m). Pay 5c toll (66.2 m), running under RR. (67.0

The other
man is glad
to hear it



m), striking pavement (67.4 m, 1909); follow same into Wolf St., Syracuse.

- 68.3 7.9 Turn left with trolley into N. Salina St., which is followed balance of way in, keeping right at forks of streets (68.7 m & 69.4 m). Cross Oswego Canal (69.7 m), West Shore RR. (69.8 m) and left bridge over Erie Canal,
- 70.0 1.7 **SYRACUSE**, S. Salina & E. Genesee Sts., business center.

Yates Hotel, E. Genesee & Montgomery Sts.

The Onondaga, Warren & Jefferson Sts.

O'Donnell's Grill, Clinton & Fayette Sts.

Bissell's Garage, 109 S. State St.

For city map and points of interest, see Syracuse Section, page 479.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Connection from the Watertown-Syracuse route to South Bay on Oneida Lake: this connection leaves the main route at the 4-corners (57.5 m, small wood school on right, before the turn). Turn left, taking right fork at small white house (57.9 m); coming into the Syracuse-Cicero-South Bay road (61.2 m), turn left and follow the macadam into South Bay (62.0 m).

Route 313—Watertown to Utica, N. Y.—80 m.

Route map, page 523

Reverse route, No. 247

Short through route via Copenhagen, Turin, BOONVILLE, Alder Creek, Remsen, Barneveld (Trenton) and Deerfield. Principally fair-to-good dirt road, with an occasional stretch of macadam; a relatively quick through trip in settled weather.

(For this and optional exits, see Watertown city map, page 525.)

MILEAGES
Total Intermediate

- | | | |
|------|------|--|
| 0.0 | 0.0 | WATERTOWN , Public Sq., center of city. |
| | | Start nearly east on State St., following double trolleys to end of line (1.1 m, 1909); continue on same road, ascending grade (fine view of Watertown, looking back from 3.4 m). |
| 7.9 | 7.9 | Turn right with the most travel—old signpost at the turn. Cross RR. (12.8 m). |
| 14.0 | 6.1 | COPENHAGEN ; straight through, crossing iron bridge leaving town. |
| 14.9 | 0.9 | Fork; keep to right with the best road. Pass road on right (17.0 m), keeping straight ahead for several miles. Continue direct through prominent cross-road (24.9 m) and through hamlet of W. Martinsburg (26.3 m). |
| 31.3 | 16.4 | Fork; bear right with best road (route from Lowville comes in from the left at this point). Cross RR. (33.3 m). |
| 35.7 | 4.4 | Fork; take the left-hand road. |
| 36.9 | 1.2 | 4-corners and band-stand, TURIN ; turn square right. Avoid right fork (37.2 m) by keeping slightly left on main road. |
| 39.0 | 2.1 | Three corners (wood schoolhouse on left); curve right. |
| 39.9 | 0.9 | Keep to left of cement watering trough in fork. Straight ahead through prominent diagonal cross-road (40.6 m), crossing iron bridge (42.1 m). |
| 48.4 | 8.5 | Take left fork at park entering |

Route 313

Watertown, N. Y., Section

- 48.5 0.1 **BOONVILLE**, Main & Schuyler Sts., business center.
Straight ahead through the town on Main St., avoiding left-hand road (Schuyler St., leading down to depot).
- 49.0 0.5 Cross RR., turning left at end of road just beyond.
- 49.1 0.1 Cross iron bridge, turning next right—a direct line to
- 55.5 6.4 **ALDER CREEK**; straight through.
- 57.9 2.4 Fork; take the right-hand road. Cross RR. (59.8 m); cross 2 separate RR. tracks (61.9 m).
- 62.6 4.7 **REMSEN**; straight through; cross RR. (63.5 m) and pass right-hand road (63.9 m). Cross RR. (64.5 m) and shortly descend winding grade, with rough spots.
- 66.3 3.7 End of road; turn right over iron bridge.
- 66.4 0.1 Central 4-corners **BARNEVELD (Trenton)**; turn left at wood watering trough in center of street. Pass left-hand road (66.6 m—leading to Trenton Falls), and cross RR. at **Barneveld station** (on left—67.2 m). Pass another left-hand road leading to Trenton Falls (67.5 m), and continue straight through hamlet of **South Trenton** (70.5 m).
- 71.6 5.2 Fork; keep to left on main-traveled road, shortly descending grade. Pass hotel (on left) at foot of grade (72.3 m); shortly begin descent of the “Deerfield Hills” (74.1 m), winding and steep, but mostly good surface. Cross State macadam (78.7 m) and pick up trolley (from the left) at
- 78.7 7.1 **DEERFIELD VILLAGE**.

[The regular way in—as given in the next paragraph—may be interfered with during 1910 by the building of an overhead viaduct at the N. Y. C. station; if so, a temporary way around will probably be made, but inquiry at Deerfield would be advisable.]

Continue through old tollgate (79.2 m—autos exempt). and cross iron bridge over old channel Mohawk River (79.7 m); **caution** for immediate crossing of many tracks. N. Y. C. RR. Continue straight ahead through Baggs’s Square, following trolleys up Genesee St. and crossing lift bridge over Erie Canal (79.9 m).

- 80.0 1.3 **UTICA**, Genesee & Bleecker Sts., business center.

Baggs Hotel, Baggs Square.

St. James Hotel, Whitesboro St., near Genesee St.

Westcott Garage Co., Cornelia & Cooper Sts.

Bender Garage Co., Park Ave. & Elizabeth St.

For city map and points of interest, see Utica Section, page 434.

For diverging routes, see Index map, Utica Section, page 433.

For through connections, see Trunk-line Index map, page 1

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See
Page 12



Route 315—Watertown to Malone (109.4 m) and Plattsburg, N. Y. (170.8 m).

(See note No. 226A.)

Using the Watertown-Ogdensburg route for 44.2 miles, thence across to CANTON via East DeKalb, picking up the Ogdensburg-Malone-Plattsburg route at Canton.

MILEAGES
Total Intermediate

(For this and optional exits, see Watertown city map, page 525.)

0.0 0.0 **WATERTOWN**, Public Square, center of city.

See the Watertown-Ogdensburg route, No. 318, for full running directions and mileages, through Leraysville (9.4 m), Antwerp (22.6 m). Gouverneur (35.0 m) and Richville (41.9 m) to

44.2 44.2 Fork (left-hand road and the wires lead to Ogdensburg); for Canton, Potsdam, etc., take the right-hand road—no telegraph poles. (Directions and distances to Canton in the main correct, but not specific at all points.)

47.6 3.4 Take the left-hand road, crossing RR. (47.7 m); continue through 4-corners (48.8 m), crossing RR. (50.4 m).

50.8 3.2 **EAST DEKALB (DeKalb Jct.)**; straight through, crossing RR. (51.1 m). Continue through Eddy (P. O. and church—53.8 m), crossing RRs. (54.3 m & 58.1 m).

58.7 7.9 End of road; turn right (on the Ogdensburg-Malone route); cross concrete bridge and iron bridge (Grass River—58.8 m) into Main St.

59.0 0.3 **CANTON**, center of town.

For Potsdam, Malone, Plattsburgh or intermediate points, refer to the Ogdensburg-Malone-Plattsburgh route, No. 333. By setting odometer at 18.6 m to correspond with that route, full running directions and approximate distances are had all the way through Malone to Lake Champlain. Total distance Watertown to Malone 109.4 m; to Plattsburgh 170.8 m.

Route 318—Watertown to Ogdensburg, N. Y.—65.5 m.

Route map, page 523

Reverse route, No. 331

Via Leraysville, ANTWERP, GOUVERNEUR, Richville, Old DeKalb. Kendall Church and Heuvelton, entering Ogdensburg by State St. Unimproved road practically all the way—several poor, narrow stretches, with occasional clay and sand.

MILEAGES
Total Intermediate

(For this and optional exits, see Watertown city map, page 525.)

0.0 0.0 **WATERTOWN**, Public Square, center of city.

Start northeast on Factory St.—brick, RR. tracks in street. Cross (0.6 m) and leave RR. to right; cross bridge over Black River (0.7 m), and continue on rough road. over RR. (3.2 m) Pass right-hand road (3.8 m) and continue through cross-roads (5.8 m & 7.6 m).

9.4 9.4 **LERAYSVILLE**; turn right at 4-corners; cross iron bridge and take left-hand road immediately beyond, again crossing RR.

Route 318**Watertown, N. Y., Section**

- 16.2 6.8 Fork (both roads bad for short distance); take the right-hand road, passing 3 large elm trees immediately beyond the fork. Road is now (probably) direct to
- 22.2 6.0 **Soldiers' Monument**, at edge of Antwerp; turn left, across iron bridge, taking care not to pass the first right-hand street beyond the bridge.
- 22.6 0.4 **ANTWERP**; turn right on Van Buren St., which follow out of town, crossing RR. (23.7 m). Continue on main road, crossing RRs. (26.2 m & 27.1 m).
- 28.6 6.0 Fork; bear right, upgrade, with the wires Cross RR. (30.4 m), bearing left (31.9 m), again over RR. (32.3 m).
- 32.5 3.9 Turn right with the wires.
- 33.0 0.5 Fork; leave the wires by taking the left-hand road. Cross RR. (33.1 m), running into W. Main St., Gouverneur; cross iron bridge (34.8 m), keeping straight ahead into
- 35.0 2.0 **GOVERNEUR**, park on right.
Freeman's Garage, Main and Clinton Sts.
- 35.2 0.2 At stone dwelling just beyond center of town, turn left on Gorden St.
- 35.3 0.1 Turn right on Rowley St., which follow straight out of town.
- 41.9 6.6 **RICHVILLE**; straight through small village.
- 44.2 2.3 Fork; take the left-hand road, with the wires—road narrow and bumpy. (**For Canton, Potsdam and Malone, take the right-hand road**—leaving the wires—referring to route 315 for directions and distances that way.
- 45.3 1.1 Fork; again take left-hand road with the wires, following the best road, soon coming along the Oswegatchie River.
- 48.6 3.3 **OLD DEKALB**; straight through small village.
- 48.8 0.2 (**Don't cross iron bridge**); turn right, along the river.
- 50.0 1.2 End of road (Coopers Falls, no town); turn right.
- 50.2 0.2 Turn (next) left—still along the river, crossing iron bridge (52.2 m).
- 52.4 2.2 Avoid right-hand road (where the wires go to the right), by keeping slightly to left—with left curve just beyond.
- 52.7 0.3 4-corners, white church on right, white school opposite; turn right on narrow, winding road, coming closer to the Oswegatchie. Cross small iron bridge (55.8 m) and (56.1 m), descend grade (Mt. Lona), crossing iron bridge (58.4 m).
- 58.5 5.8 **HEUVELTON**; cross RR. in center of town, keeping slightly left with the most travel at point of several roads (58.9 m). Straight ahead (picking up trolley at 64.1 m, 1909) into State St.
- 65.6 7.1 **OGDENSBURG**, State & Ford Sts., business center.

Hannan & Henry Motor Car Co., Catherine St.

For city map and points of interest, see Ogdensburg Section, page 539.

For diverging routes, see Index map, Ogdensburg Section, page 538.

Route 319—Watertown to Oswego, N. Y.—57.7 m.

Route map, page 523

Reverse route, No. 305

Via ADAMS, Pierrepont Manor, Sandy Creek, PULASKI, Mexico and New Haven, entering Oswego by E. Bridge St. Variable roads—considerable sand and some macadam to Mexico; fine new macadam (1909) Mexico to New Haven and Oswego.

MILEAGES
Total Intermediate (For this and optional exits, see Watertown city map, page 525.)

0.0	0.0	WATERTOWN , Public Square, center of city. Start south on Washington St.—wide asphalt, no trolleys—shortly running onto short stretch of macadam. Curve right in front of cemetery gates (2.2 m), passing left-hand macadam road (2.4 m).
3.6	3.6	Fork; take the left-hand road—with the most travel—dirt road, with stony spots (1909). Continue straight ahead through prominent 4-corners (6.9 m), curving left, upgrade (8.1 m).
10.0	6.4	ADAMS CENTER ; straight through small village.
13.2	3.2	Fork, entering Adams; bear left—upgrade. Pass stand-pipe (on left) and descend grade into
13.7	0.5	ADAMS ; straight through center of town, crossing iron bridge (13.8 m). Pass first right-hand road beyond bridge, taking the next right (13.9 m)—Grove St.—with telegraph poles. Pass left-hand road where the wires turn (15.9 m).
16.3	2.6	(Don't cross RR.); turn left through covered bridge (16.4 m), following main-traveled road.
19.8	3.5	PIERREPONT MANOR ; straight through small village, ascending grade.
21.5	1.7	MANNSVILLE ; direct through small village.
23.2	1.7	Fork; keep straight ahead on main road—with telegraph poles (right-hand road crosses RR., and is a shorter, but more sandy road into Sandy Creek).
26.1	2.9	Leave road to Richland straight ahead by turning right (large electric light pole at the turn).
26.2	0.1	LACONA ; straight through small village, crossing RR. (26.3 m).
27.1	0.9	SANDY CREEK ; turn left into Main St., following same out of town—sandy and bad road until near Pulaski.
32.9	5.8	PULASKI , Jefferson St.; pass park on right, at center of town.
33.0	0.1	Turn left across iron bridge (Salmon River), and first right beyond into Salina St. Cross RR. (33.3 m) and continue straight ahead to
34.1	1.1	Prominent 4-corners; leave straight road (which leads to Syracuse) by turning right with one line of poles, crossing RR. (34.3 m).
34.4	0.3	Turn left with the wires, crossing narrow iron bridge (37.6 m).
38.4	4.0	Turn right, straight ahead to

Route 321

Watertown, N. Y., Section

- 41.4 3.0 End of road (signpost); turn right, up and downgrade, crossing iron bridge (42.8 m).
 42.9 1.5 **MEXICO**; straight ahead through the town.
 43.7 0.8 Prominent fork (wires both ways); take the right-hand road, shortly becoming fine macadam.
 47.5 3.8 **New Haven**; straight through small village. Cross small iron bridge (48.1 m) and immediately ascend short steep grade.
 49.8 2.3 Fork; take the left-hand road—macadam—"S-curves" in cut just beyond the fork.
 53.5 3.7 **Scriba**; straight through small village, coming to end of macadam at Oswego city line. Cross bridge over RR. (56.4 m), running into Oneida St. (56.6 m) a short distance only.
 56.7 3.2 **Oneida & 10th Sts.**; turn right into 10th St.
 56.8 0.1 Turn (next) left on E. Bridge St., following trolleys across long iron bridge over the Oswego River.
 57.7 0.9 **OSWEGO**, W. 1st & Bridge Sts., west side business center.
 For city map and points of interest, see Oswego Section, page 518.
 For diverging routes, see Index map, Oswego Section, page 519.
 For through connections, see Trunk-line Index map, page 1.

Route 321—Watertown to Alexandria Bay, N. Y.—32.2 m.

Route map, page 523

Reverse route, No. 322

Out Court and Coffeen Sts., crossing the Black River to Brownville; thence through Perch River, Lafargeville and Omar, running into Alexandria Bay via the River Road and Main St. Road conditions generally poor (see following paragraph).

Roads on this trip average stony and rough, with several stretches of clay and sand; and until the St. Lawrence is actually reached the scenery is uninteresting. Probably more than half of the travel between these points goes by Clayton, for which see the Watertown-Clayton route (page 534) and a connecting route, Clayton to Alexandria Bay.

MILEAGES Total Intermediate

For this and optional exits, see Watertown city map, page 525.)

- 0.0 0.0 **WATERTOWN**, Public Sq., center of city. Start north west on Court St., following trolley 2-10 mile only.
 0.2 0.2 Bear left into Coffeen St. (leaving trolley to right); cross RRs. (0.5 m & 0.7 m) and continue straight ahead, gradually nearing the Black River.
 4.0 3.8 Bear right over the Black River, turning left immediately beyond into
 4.2 0.2 **BROWNVILLE**; turn right at stone hotel, immediately across RR., then straight ahead on rough, stony road.
 7.2 3.0 Fork; take the left-hand road, straight ahead through 4-corners (7.9 m).
 9.3 2.1 Turn left, crossing the Perch River
 9.7 0.4 Turn right
 10.2 0.5 **Perch River**; turn left at P. O.
 11.4 1.2 Fork; take the right-hand road, straight ahead through 4-corners **Gunn's Corners**—12.0 m) and through **Stone Mills** (13.5 m).



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- 13.9 2.5 Avoid right-hand road by keeping slightly left on main road.
- 19.6 5.7 **LAFARGEVILLE**, stores on corners; turn left.
- 19.9 0.3 Turn (next) right, crossing RR. (20.1 m); continue on main road with telegraph wires, through 4-corners (22.9 m).
- 24.4 4.5 **Omar**, cross-roads; turn left past church—road rough—crossing bridge (25.5 m).
- 25.9 1.5 Cross-road (this point is $\frac{1}{4}$ -mile before reaching the St. Lawrence at Fishers' Landing); turn right—on the River Road, straight ahead, past stone quarries (on left), crossing iron bridge (31.7 m).
- 31.9 6.0 Meeting another line of trolley, turn left and follow same into Main St.,
- 32.2 0.3 **ALEXANDRIA BAY**, Main & James Sts.
Crossmon House, on the Riverfront.
Campbell's Garage, Crossmon & Bethune Sts.

Route 322—Alexandria Bay to Watertown, N. Y.—32.2 m.

Route map, page 523

Reverse route No. 321

Out Main St., turning right into the River Road, thence through Omar, Lafargeville, Perch River and Brownville, entering Watertown by Coffeen and Court Sts. Road conditions generally poor (see following paragraph).

Roads on this trip average stony and rough, with several stretches of clay and sand; and after leaving the St. Lawrence the scenery is uninteresting. Probably more than half of the travel between these points goes through Clayton, for which see the Alexandria Bay-Clayton route (page 537) and the Clayton-Watertown route (page 535.)

MILEAGES

Total Intermediate

- 0.0 0.0 **ALEXANDRIA BAY**, Main & James Sts. Start south on Main St., following the main line of trolley 3-10 mile only.
- 0.3 0.3 Turn right with one car-track; cross iron bridge (0.5 m)

Route 323

Watertown, N. Y., Section

- and pass stone quarries on the right, running straight ahead through 4-corners (wood school—4.2 m).
- 6.3 6.0 Leave the River Road by turning left, crossing the Perch River (6.7 m).
- 7.8 1.5 **Omar**, small village; turn right, straight ahead through prominent 4-corners (9.3 m), crossing RR. (12.1 m).
- 12.3 4.5 End of road; turn left.
- 12.6 0.3 **LEFARGEVILLE**; turn right at P. O., then straight ahead on main-traveled road, avoiding right-hand roads (14.7 m & 15.4 m). Continue through hamlets (**Stone Mills**, 18.3 m, & **Gunn's Corners**, 20.2 m), bearing left (20.8 m).
- 22.2 9.6 **PERCH RIVER**; turn right.
- 22.5 0.3 End of road; turn left.
- 22.9 0.4 Take the right-hand road, running through 4-corners (24.3 m).
- 27.8 4.9 Cross RR. and immediately turn left.
- 28.0 0.2 **BROWNVILLE**; turn right across the Black River.
- 28.2 0.2 Turn left on direct road, which becomes Coffeen St., Watertown. Cross RRs. (31.5 m & 31.7 m); meeting trolleys (32.0 m), follow them on Court St.
- 32.2 4.0 **WATERTOWN**, Public Sq., center of city.

The New Woodruff, opposite Public Sq.

State St. Garage, 339 State St.

Warner Auto Co., 155 Arsenal St.

For city map and points of interest, see Watertown Section, page 525.

For diverging routes, see Index map, Watertown Section, page 523.

For through connections, see Trunk-line Index map, page 1B.

Route 323—Watertown to Clayton, N. Y.—24.0 m.

Route map, page 523

Reverse route, No. 324

Out Court and Main Sts., following the upper side of the Black River to Brownville; thence through Depauville and Clayton Center, entering Clayton by James St. Roads rough with some clay.

This is also the first part of the most-used route between Watertown and Alexandria Bay; going this way follow this route to Clayton and the Clayton-Alexandria Bay route, No. 328.

MILEAGES
Total Intermediate

(For this and optional exits, see Watertown city map, page 525.)

- 0.0 0.0 **WATERTOWN**, Public Square, business center.
- Start northwest on Court St.; bear right with trolleys at fork of streets (0.2 m), crossing RR. and bridge over the Black River.
- 0.5 0.5 Turn left with trolleys on Main St.; cross RR. and follow car-tracks all way along the upper side of the Black River to
- 4.5 4.0 **BROWNVILLE**; turn right at stone hotel, immediately across RR., then straight ahead on rough, stony road.
- 7.5 3.0 Fork; take the left-hand road, straight ahead through 4-corners (8.2 m).
- 9.6 2.1 Turn left, crossing the Perch River; just beyond (10.0 m),

Watertown, N. Y., Section**Route 324**

pass right-hand road, which leads to Lefargeville and Alexandria Bay. Continue through 4-corners (12.1 m) and pass right-hand road (12.6 m).

- 15.7 6.1 End of road, **DEPAUVILLE**; turn right. Cross Chaumont River and pass right-hand road immediately beyond.
- 17.3 1.6 End of road; turn diagonally right.
- 19.8 2.5 **CLAYTON CENTER**; bear left with the main-traveled road, straight ahead through irregular 4-corners (21.3 m), same thoroughfare becoming James St., Clayton.
- 23.5 3.7 **James & State Sts.** (no signs, 1909—grocery store on left); for Alexandria Bay, without going all the way into Clayton, turn right on State St., picking up Clayton-Alexandria Bay schedule at 0.5 m, page 536. **For center of Clayton, keep straight ahead on James St. to end of same,**
- 24.0 0.5 **CLAYTON**, Riverfront, James & Water Sts.

Route 324—Clayton to Watertown, N. Y.—24.0 m.

Route map, page 523

Reverse route, No. 323

Out James St., through Clayton Center and Depauville to Brownville; thence along the upper side of the Black River, entering Watertown by Main and Court Sts. Roads rough, with some clay.

MILEAGES
Total Intermediate

- 0.0 0.0 **CLAYTON**, Riverfront, Water & James Sts.
Start nearly south on James St., straight ahead across State St. (0.5 m—where route from Alexandria Bay comes in from the left). Continue on main route through 4-corners (2.7 m).
- 4.2 4.2 **CLAYTON CENTER**; bear diagonally right.
- 6.7 2.5 Keep to left on main road.
- 8.0 1.3 Turn right across bridge (Chaumont River).
- 8.3 0.3 **DEPAUVILLE**; take the left-hand road, upgrade. Continue straight ahead on main-traveled road passing village of Perch River (over to left—14.0 m). Cross Perch River and bear right (14.4 m), crossing RR. into
- 19.3 11.0 **BROWNVILLE**; turn left, following the trolley (balance of way into Main St., Watertown).
- 23.5 4.2 End of Main St.; turn right with trolleys into Leray St. Cross the Black River into Court St., following trolleys.
- 24.0 0.5 **WATERTOWN**, Public Sq., center of city.

The New Woodruff, opposite Public Sq.

State St. Garage, 339 State St.

Warner Auto Co., 155 Arsenal St.

For city map and points of interest, see Watertown Section, page 525.

For diverging routes, see Index map, Watertown Section, page 523.

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EX-TENDED TOUR USE **Graphic Trunk-Line Chart**

Routes 325 & 326.

Watertown, N. Y., Section

Route 325—Watertown to Cape Vincent, N. Y.—25.8 m.

Route map, page 523

Reverse route, No. 326

Out Court and Main Sts. to Brownville, thence on main road through Limerick, Chaumont and Three Mile Bay. Directions and distances in the main correct, but not specific at all points (not covered by the Blue Book Car, 1909).

MILEAGES
Total Intermediate

(For this and optional exits, see Watertown city map, page 525.)

0.0	0.0	WATERTOWN , Public Square, business center.
		Start northwest on Court St.; bear right with trolleys at fork of streets (0.2 m), crossing RR. and bridge over the Black River.
0.5	0.5	Turn left with trolleys on Main St.; cross RR. and follow car-tracks all way along the upper side of the Black River to
4.5	4.0	BROWNVILLE ; direct through center of town.
5.7	1.2	End of road; turn right across RR., following main traveled road over RR. (8.4 m).
8.6	2.9	LIMERICK ; cross Perch River and continue on main-traveled road.
14.2	5.6	CHAUMONT ; cross Chaumont River and run straight ahead.
17.2	3.0	Three Mile Bay ; cross bridge and second bridge (17.8 m), following main road across creek (22.1 m).
25.0	7.8	Bear right into Market St.
25.8	0.8	CAPE VINCENT , Riverfront.

Steamboat connection to Kingston, Ont., connecting with the main routes along the upper side of Lake Ontario and the St. Lawrence River, for which see the Canadian Section.

Route 326—Cape Vincent to Watertown, N. Y.—25.8 m.

Route map, page 523

Reverse route, No. 325

Out Market St., through Three Mile Bay, Chaumont, Limerick and Brownville, entering Watertown by Main and Court Sts. Directions and distances in the main correct, but not specific at all points (not covered by the Blue Book Car, 1909).

MILEAGES
Total Intermediate

0.0	0.0	CAPE VINCENT , Riverfront. Start south on Market St., following main-traveled road across creek (3.7 m).
8.0	8.0	Three Mile Bay ; cross 2 bridges and continue on main road.
11.6	3.6	CHAUMONT ; cross Chaumont River, and follow general course of RR.
17.2	5.6	LIMERICK ; cross Perch River and RR. (17.4 m).
20.1	2.9	Cross RR. and immediately turn left, straight ahead into
21.1	1.0	BROWNVILLE ; follow trolleys through the town, same thorofare becoming Main St., Watertown.
25.3	4.2	End of Main St.; turn right with trolleys into Leray St. Cross the Black River into Court St., following trolleys.
25.8	0.5	WATERTOWN , Public Sq., center of city.

The New Woodruff, opposite Public Sq.

Warner Auto Co., 155 Arsenal St. State St. Garage, 339 State St.

For diverging routes, see Index map, Watertown Section, page 523

Route 328—Clayton to Alexandria Bay, N. Y.—11.5 m.

Route map, page 523

Reverse route, No. 329

Main road along the St. Lawrence River, with frequent fine views of the Thousand Islands; roads fair in good weather, bad in wet weather. To connect with this route from Cape Vincent, follow the one main-traveled road along the St. Lawrence—approximately 15 miles.

MILEAGES
Total Intermediate

- 0.0 0.0 **CLAYTON**, Riverfront, Water & James Sts. Start nearly south on James St., taking care not to cross State St. (no signs, 1909—grocery store on the corner).
- 0.5 0.5 Turn left on State St.—**caution** for grade crossing (0.8 m); pass Hotel Frontenac (on an island in the St. Lawrence, 2.5 m), and cross 3 small bridges (5.3 m). Continue straight ahead through 4-corners (5.4 m, where route from Watertown via Lafargeville, comes in from the right); pass stone quarries (on left) and cross iron bridge (11.0 m).
- 11.2 10.7 Meeting another line of trolley, turn left and follow same into Main St.,
- 11.5 0.3 **ALEXANDRIA BAY**, Main & James Sts.
Crossmon House, on the Riverfront.
Campbell's Garage, Crossmon & Bethune Sts.
For connection from Alexandria Bay to Ogdensburg, see route 340.

Route 329—Alexandria Bay to Clayton, N. Y.—11.5 m.

Route map, page 523

Reverse route, No. 328

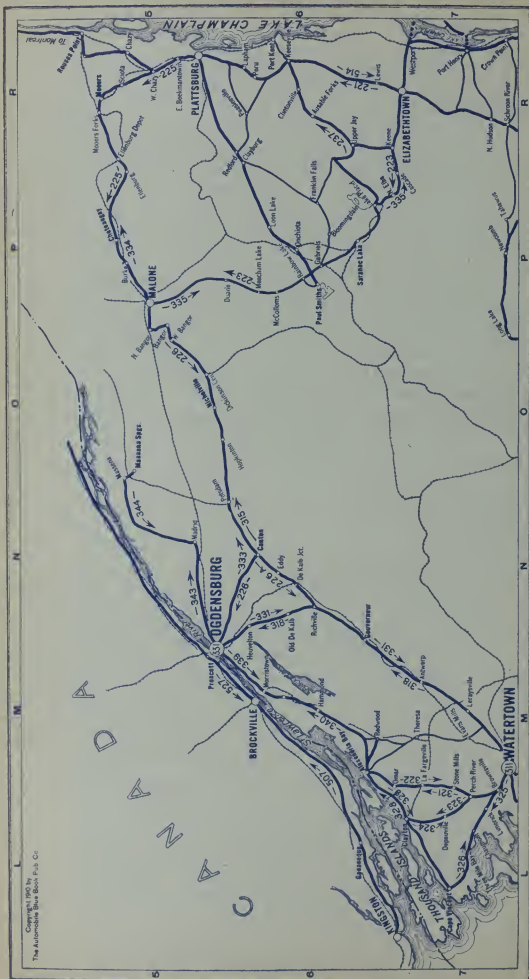
Main road along the St. Lawrence River, with frequent fine views of the Thousand Islands; roads fair in good weather, bad in wet weather. Connection at Clayton for Cape Vincent.

MILEAGES
Total Intermediate

- 0.0 0.0 **ALEXANDRIA BAY**, Main & James Sts. Start south on Main St., following the main line of trolley 3-10 mile only.
- 0.3 0.3 Turn right with one car-track; cross iron bridge (0.5 m). and pass stone quarries on the right. Continue straight ahead through 4-corners (wood school—4.2 m), and through 4-corners (6.1 m, where the Alexandria Bay-Lafargeville-Watertown route turns left). Cross 3 small bridges (6.2 m) and continue along the river past Hotel Frontenac (on an island in the St. Lawrence)—**caution** for RR. crossing (10.7 m), coming into State St.
- 11.0 11.0 State & James Sts. (no street signs, 1909); for connection to Cape Vincent, see note "A" at end of this route. **For center of Clayton**, turn right on James St. to end of same.
- 11.5 0.5 **CLAYTON**, Riverfront, James & Water Sts.

Note (a)—Connection to Cape Vincent, N. Y.—Coming from Alexandria Bay without entering Clayton, continue straight ahead (at State and James Sts., 11.0 m), across James St., following State St. out of town. It is one main road along the St. Lawrence River, approximately 15.0 miles from Clayton, or 26.0 miles from Alexandria Bay. At Cape Vincent connection is made with the boat line to Kingston, Ont., for Canadian routes on the upper side of the St. Lawrence.

SECTION INDEX MAPSFOR LAYING OUT AN
EXTENDED TOUR USESHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.**GRAPHIC TRUNK-LINE CHART**



OGDENSBURG GRAPHIC INDEX MAP

Ogdensburg, N. Y., Section



Map showing routes through Ogdensburg, N. Y., and Prescott, Ont., corresponding to directions for entering and leaving these places given in the Blue Book routes.

Ogdensburg ^{ON THE} St. Lawrence

Foot of Thousand Islands — Ferry to Canada Year around

MODERN FIREPROOF GARAGE
STORAGE FOR 100 MOTOR CARS OPEN DAY AND NIGHT
FULL LINE OF ACCESSORIES AND TIRES
MODERN MACHINE SHOP COMPETENT MECHANICS

Hannan & Henry Motor Car Co.

29-35 Catherine St.

OGDENSBURG, N. Y.

Freeman Garage

GOUVERNEUR, N. Y.

16 CLINTON STREET

Largest Garage in New York State north of Watertown. Entrance on Clinton St., half block west from St. Lawrence Inn. When you cross bridge turn to first left. See electric Garage sign on brick block.

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
GRAPHIC TRUNK-LINE CHART
FOR LAYING OUT AN EXTENDED TOUR USE

OGDENSBURG, N. Y., SECTION

ROUTES 331 TO 350

Route 331—Ogdensburg to Watertown, N. Y.—65.6 m.

Route map, page 538

Reverse route, No. 318

Out State St. through Heuvelton, Kendrew Church, Old DeKalb, Richville, GOUVERNEUR, ANTWERP and Leraysville. Good to Gouverneur, then unimproved road much of the way—several poor, narrow stretches. with occasional clay and sand.

MILEAGES
Total Intermediate

(For optional exits, see Ogdensburg city map, page 539.)

0.0	0.0	OGDENSBURG , State & Ford Sts., business center. Start nearly south on State St., following trolleys past Free Academy (on left—0.7 m); from end of car-line (1.5 m. 1909), continue straight ahead on fair-to-good road.
6.7	6.7	Forks of several roads; bear right with the most travel.
7.1	0.4	HEUVELTON ; (Caution) cross RR. in center of village straight ahead over iron bridge (Oswegatchie River—7.2 m). Pass right-hand road (8.1 m) and ascend grade (Mt. Lona—9.5 m), crossing small iron bridge (9.8 m).
9.9	2.8	Turn right with the most-traveled road (narrow, winding and sandy).
12.9	3.0	4-corners (white church on left, white school opposite); turn left, bearing right just beyond. Cross iron bridge (13.4 m) and follow along the Oswegatchie River—road narrow and sandy.
15.4	2.5	End of road; turn right (Cooper's Falls, no town).
15.6	0.2	Turn (next) left with the most travel.
16.8	1.2	End of road; turn left.
17.0	0.2	OLD DeKALB ; straight through small village, crossing small iron bridge (17.5 m).
18.1	1.1	Prominent fork (left goes uphill); take the right-hand (lower) road, with telegraph poles—narrow and bumpy. (Route from Malone and Canton comes in from the left—21.4 m.)
23.7	5.6	RICHVILLE ; straight through small village.
29.1	5.4	Prominent fork on the edge of Gouverneur; leave direct road (which crosses RR.) by taking the right-hand road (no telegraph wires), becoming Rowley St., Gouverneur.
30.3	1.2	End of Rowley St.; turn left on Gordon St.
30.4	0.1	Turn (next) right into Main St.
30.6	0.2	GOUVERNEUR , center of city (park on left). Freeman's Garage , Main & Clinton Sts. Straight through, crossing iron bridge (30.8 m) and keeping to left of iron watering trough (30.9 m).
31.4	0.8	Leave road straight ahead (which crosses RR.) by taking the right-hand road (no telegraph poles). Cross RR switch (31.9 m) and RR. (32.5 m).
33.1	1.7	Turn left with the most travel and with telegraph wires; cross RR. (33.3 m) and bear right (33.7 m) Cross RRs. (35.2 m. 38.5 m. 39.4 m & 41.9 m)

Ogdensburg, N. Y., Section

Route 333

- 42.5 9.4 Prominent fork on the outskirts of Antwerp; take the left-hand road—Van Buren St.
- 43.0 0.5 **ANTWERP**, end of Van Buren St.; turn left on Main St., crossing iron bridge.
- 43.4 0.4 **Soldiers' Monument**; turn right. (The directions from this point into Leraysville may be defective.)
- 46.8 3.4 Fork; take (probably) the right-hand road, and continue (probably) straight ahead, crossing RR. and bearing right across iron bridge into
- 56.2 9.4 **LERAYSVILLE**; turn left and follow main-traveled road through cross-roads (58.0 m & 59.8 m). Cross RR. (62.4 m) and two bridges (Black River—64.9 m); again cross RR. (65.0 m) into Factory St., straight ahead to
- 65.6 9.4 **WATERTOWN**, Public Sq., center of city.

The New Woodruff, opposite Public Sq.

State St. Garage, 339 State St.

Warner Automobile Co., 155 Arsenal St.

For city map, see Watertown Section, page 525.

Route 333—Ogdensburg to Plattsburgh, N. Y.—130.4 m.

Route map, page 538

Reverse route, No. 226

Via **CANTON**, **POTSDAM**, *Nicholville*, *Bangor*, **MALONE**, *Chateaugay* and *Mooers*. *Unexcelled macadam to Canton; dirt and sand road (with some clay), most of way to and through Malone to Mooers; macadam balance of way to Plattsburgh.*

MILEAGES
Total Intermediate

(For optional exits, see Ogdensburg city map, page 539.)

- 0.0 0.0 **OGDENSBURG**, State & Ford Sts. Start nearly south on State St, taking care not to run past Canton St. (grocery on the corner).
- 0.5 0.5 Turn left on Canton St., which becomes fine macadam—no running directions necessary to Canton. Cross concrete bridge (18.3 m) and iron bridge (18.4 m) into Main St.,
- 18.6 18.1 **CANTON**; straight through, crossing RR. (18.8 m), then direct out past Cemetery (on right—19.7 m). Cross RRs. (20.5 m) and follow fair-to-poor road (1909) for several miles; cross RRs. (28.3 m & 29.1 m) and two bridges (Raquette River).
- 29.4 10.8 End of second bridge; turn (first) left into Market St.,
- 29.5 0.1 **POTSDAM**, Market & Elm Sts.; turn right on Elm St., straight out of town, keeping to right of watering trough (29.8 m). Cross iron bridge (West branch, St. Regis River—35.5 m); then on direct road—with several grades.
- 43.6 14.1 **HOPKINTON**; straight through small village. **Caution** (45.9 m) for very steep downgrade with iron bridge (E.

TRUFFAULT-HARTFORD
SHOCK ABSORBER

Lets
you travel over
most any kind of road without
discomfort—and no broken springs

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 334

Ogdensburg, N. Y., Section

- branch, St. Regis River) at foot (46.0 m), ascending grade into
- 46.1 2.5 **NICHOLVILLE**, center of village. Turn right, straight ahead across two small iron bridges; cross dangerous RR. (51.7 m) and continue on direct road—bad in spots—through 2 small hamlets. Pass left-hand road (55.2 m), straight ahead into
- 61.4 15.3 **BANGOR**, stone hotel on the corner; turn left.
- 63.5 2.1 **NORTH BANGOR**, central 4-corners; turn right on macadam, becoming W. Main St., which follows across iron bridge (Salmon River—68.9 m) into
- 69.0 5.5 **MALONE**, Monument, center of town.

Route 334—Malone to Plattsburg, N. Y.—61.4 m.

Route map, page 538

Reverse route, No. 225

MILEAGES
Total Intermediate

- 0.0 0.0 **MALONE**, Main St., business center. Start east on Main St., passing Fair Grounds (on right) and crossing RR. at eastern edge of the city. Cross RR. (6.6 m) and iron bridge in "hollow" (7.2 m).
- 7.3 7.3 **BURKE**; straight through small village. Pass right-hand road just beyond, bearing right under RR. (8.9 m).
- 10.0 2.7 Avoid right-hand road by keeping to left, crossing bridge over RR. (10.9 m).
- 11.3 1.3 Point of 5-roads; bear right, descending grade. Cross iron bridge at foot (11.6 m) and ascend corresponding grade, direct into
- 12.4 1.1 **CHATEAUGAY**; straight through village, descending grade. Cross iron bridge at foot, and ascend corresponding grade.
- 14.0 1.6 Turn right under Rutland RR. and immediately left along south side of tracks; road is now direct for several miles, and it is only necessary to avoid all side roads.
- 25.3 11.3 **ELLENBURG CORNERS**. (Don't cross bridge); bear left, passing under RR. (27.1 m) and crossing iron bridge (27.9 m).
- 28.0 2.7 **ELLENBURG P. O.** (small hamlet); straight through. Cross unprotected wood bridge (28.8 m) and continue through prominent 4-corners (30.1 m), into stretch of deep sand, crossing iron bridge (31.1 m).
- 31.3 3.3 Important fork 2 10-mile beyond the iron bridge; leave road with telegraph wires (to right) by taking the left-hand road—stony and rough. Caution for dangerous RR. (36.9 m).
- 37.1 5.8 End of road; turn left across iron bridge (N. branch, Big Chazy River).
- 37.2 0.1 **MOOERS FORKS** (no town); turn (first) right beyond the bridge, straight ahead through prominent 4-corners (39.1 m).

- 40.0 2.8 **MOOERS**; straight through center of town, crossing RR. (40.2 m).
- 40.4 0.4 Cross iron bridge and immediately turn right on macadam (which extends balance of way into Plattsburgh). Cross RR. (40.7 m) and continue through prominent 4-corners (Sciota, 45.2 m), passing stone fields on right and left.
- 51.1 10.7 **W. CHAZY**; straight through village.
- 54.8 3.7 **BEEKMANTOWN**; country store and hotel on opposite corners; turn left, following macadam through hamlet (E. Beekmantown—56.8 m).
- 59.9 5.1 End of road; turn left.
- 60.5 0.6 Turn right into Oak St. (low brick building in sight at the turn).
- 61.2 0.7 Turn left on Cornelia St.
- 61.3 0.1 Turn (first) right on Margaret St.
- 61.4 0.1 **PLATTSBURGH**, Margaret & Bridge Sts.

Ideal Garage, 11 Charlotte St.

Hotel Champlain, at Bluff Point, 3 miles south of Plattsburgh.

For city map, see page 411.

Route 335—Malone to Saranac Lake and Lake Placid, N. Y.

Via Meacham Lake and Paul Smiths, extended from Lake Placid to Keene Center and Elizabethtown by a choice of two routes, via (1) Cascade Lake or (2) Wilmington Notch and Upper Jay. Not covered by the Blue Book car.

This is not an easy route, but it is the most practicable way into the Adirondacks from the North, and the principal connection between the Thousand Islands and Lake Champlain. The greater part of the trip is over rough roads, with frequent stretches of sand, relieved by a few improved pieces in the vicinity of Saranac Lake and Lake Placid. See note in the text following Lake Placid for special conditions from that point to Elizabethtown.

(Running directions over this route in the main correct, but not clear and specific at all points.)

MILEAGES

Total Intermediate

- 0.0 0.0 **MALONE**, Public Square. Start west on Main St., crossing bridge over Salmon River, upgrade to Armory on left (3-10 m); here turn 90° left on Webster St., passing cemetery on left. Make next right turn (1 m), curving left (1.2 m) on good gravel road with occasional rough spots; at 2.9 m turn right on main road along creek, following telegraph poles to fork at foot of Lake Titus (8.5 m).

Turn right along west side of lake—rough, stony and sandy in spots, gradually becoming fair dirt road; at fork (12.1 m) keep to left across bridge, shortly curving right, pass small lake in woods, passing sawmills (12.9 m & 14 m). Ascend grade (14.7 m) to fork or end of road (15.4 m); swing left, upgrade (15.7 m) to Duane Center (16.5 m); here at yellow hotel just before church turn right, upgrade (17 m) on sandy road.

Cross bridge (18.6 m) direct into woods—road is narrow, slippery in wet weather and has frequent sharp curves, later becoming fair gravel; caution for sharp left curve

Route 335

Ogdensburg, N. Y., Section

- (22.4 m) around small lake to fork (23 m). Here keep to left (longer but better way), curving right around Meacham's Hotel, located on the northern edge of
- 23.4 23.4 **MEACHAM LAKE.** Follow western shore of lake across bridge (26 m), road narrow but good through McColloms (28.3 m); thence direct, narrow and sandy to fork (29.4 m), where take left, crossing bridge (29.9 m). Continue along the west side of small lake, striking some pieces of good road at farther end of same (32.9 m), thence direct between lakes on right and left to fork (34.3 m); keep to right to end of road (35.7 m).

For **Paul Smiths**—slightly to the west on the northern edge of Lower St. Regis Lake—turn right at this point $\frac{1}{4}$ mile; return the same way, adjusting odometer to the detour of approximately $\frac{1}{2}$ mile to conform with the through mileage at this point.

On through trips (without stop at Paul Smiths), turn left, following telegraph wires on main road through village (37.1 m); thence upgrade, crossing RR. at Paul Smiths station (Gabriels—39.5 m) to important fork (41.2 m). Leaving the Bloomingdale-Loon Lake connection to the left at this point, turn right downgrade on dirt road with a few pieces of macadam; pass right-hand road (43.3 m); caution for sharp curves to hamlet of Pecks Corners (46.3 m). Cross RR. and immediately curve right past Colby Pond (on right), crossing RR. again (47.5 m & 47.7 m), direct into village of

- 48.2 24.8 **SARANAC LAKE.**

Make local inquiries for the running directions to **Algonquin Hotel**, at Algonquin (on lower Saranac), and **Ambersand Cottages**, at Ambersand (on lower Saranac).

Cross bridge over Saranac River, turning right at end of road just beyond to Riverside Inn (48.4 m); here turn left along the lake, turning right over bridge (48.9 m), thence on sandy road across RR. (50.3 m) to end of road (51.3 m). Turn left past large brick building on left (51.7 m—Raybrook Sanitarium); continue direct on main road, crossing bridge (52.3 m), thence to end of road (52.5 m). Turn right, direct for 3 miles to fork (55.5 m), taking left to golf grounds at next fork (56.6 m); here keep to right. Continue along golf course, crossing bridge (57.1 m) and passing left-hand road leading to the **Stevens House**; at end of road by Mirror Lake (57.9 m) turn right on macadam into the village of

- 58.4 10.2 **LAKE PLACID**, center of village.

Lake Placid Inn.

The Grand View.

From Lake Placid to Keene Center there are 2 roads, as shown by the map, page 407—both downgrades, (1) the shorter and quicker way via North Elba and Cascade Lake, and (2) the longer way via Wilmington Notch and Upper Jay. Both are given herewith, for use as desired, with mileage reckoned new as a convenience to the considerable amount of travel coming into Lake Placid from other directions. Steeper downgrades and narrower roads will be found on the short route, but better time can naturally be made over it; one should be sure in advance, however, that brakes are in good condition.

Route 336—Lake Placid to Keene Center and Elizabethtown via Cascade Lake—27.6 m.

(For the longer way via Wilmington Notch and Upper Jay, see separate head at end of this route.)

MILEAGES
Total Intermediate

- 0.0 0.0 **LAKE PLACID**, center of village. Start nearly south along Mirror Lake, turning right at iron watering trough (8-10 m); continue downgrade across iron bridge (1 m), curving left just beyond to fork (1.4 m). Keep to left on main road (leaving cement sidewalk to right), passing left-hand road (2.2 m) to end of road (2.4 m); turn left down very steep grade—caution for end of road immediately after crossing iron bridge (2.8 m). Turn right up 8% grade (3.5 m), keeping left on main road at fork (4.2 m—North Elba on maps, but no town); descend 6% grade (5.4 m) and 12% grade (6.3 m) to important fork just beyond (6.5 m), where swing right down 6% grade (7.1 m). Continue direct down narrow, winding 8% grade, coming to Cascade Lake (on right—9.2 m); **special caution** for a long stretch of narrow, winding—dangerous—road along precipice on right. At end of road (14.4 m), turn right, over small iron bridge (14.8 m), crossing another iron bridge at
- 15.2 15.2 **KEENE CENTER**, dividing point for several roads. Continue nearly straight through, downgrade, past left-hand road (15.5 m—leading to Hurricane Lodge); ascend 10% grade (16.8 m), crossing iron bridge (17.1 m) to end of road at Hull's Corners (17.2 m). Turn left, straight ahead past left-hand road (19 m—leading to Hurricane Lodge); cross iron bridges (24.6 m, 25.1 m & 26.3 m), keeping right at fork (26.6 m) to end of road (27.5 m), where turn left into
- 27.6 12.4 **ELIZABETHTOWN**, the principal North-and-South street.

Windsor Hotel (on left). **Maplewood Inn.****Deers Head Inn** (on right).

For continuation of this route to Keeseville and Plattsburg, for (1) Burlington, Vt., or for (2) Rouses Point and Montreal, see Index map, page 407.

Route 337—Lake Placid to Keene Center and Elizabethtown via Wilmington Notch and Upper Jay—33.9 m.

(6.3 miles longer than via Cascade Lake, with easier downgrades, but more sand.)

MILEAGES
Total Intermediate

- 0.0 0.0 **LAKE PLACID**, center of village. Start nearly south along Mirror Lake, passing right-hand road by iron watering trough (8-10 m); continue along golf grounds (on left—1.4 m), passing left-hand roads (1.7 m & 1.9 m). Shortly descend 7% grade, crossing iron bridge (4 m); at end of road immediately beyond turn left, following west branch of the Ausable River through Wilmington Notch (grand scenery for several miles).

Route 339

Ogdensburg, N. Y., Section

(Coming to frame house (on left—10.9 m) turn right, past white schoolhouse (on left—11.4 m) to end of road (11.7 m); turn right, immediately over stone culvert, passing left-hand road (12.7 m) and right-hand road (14.5 m), upgrade into hamlet of Upper Jay (15.4 m). Turn right through covered wood bridge, keeping to right at fork immediately beyond; cross iron bridge (18.4 m), running under log shoot (18.5 m), past left-hand road (18.6 m) and right-hand road (19.8 m) to end of road at

21.5 21.5 **KEENE CENTER.** Turn left upgrade, past left-hand road (21.8 m—leading to Hurricane Lodge); ascend 10% grade (23.1 m), crossing iron bridge (23.4 m) to end of road at Hull's Corner (23.5 m). Turn left, straight ahead past left-hand road (25.3 m—leading to Hurricane Lodge); cross iron bridges (30.9 m, 31.4 m & 32.6 m), keeping right at fork (32.9 m) to end of road (33.8 m). where turn left into

33.9 12.4 **ELIZABETHTOWN,** the principal North-and-South street.

Windsor Hotel (on left).

Deers Head Inn (on right).

For continuation of this route to Keeseville and Plattsburgh, for (1) Burlington, Vt., or for (2) Rouses Point and Montreal, see page 407, Adirondack Section. For Westport (where connection is made with Lake Champlain boats) descend to Elizabethtown village and follow direct road east about 8 miles to Westport village (**Westport Inn**).

Route 339—Ogdensburg to Alexandria Bay, N. Y.—38.5 m.

Route map, page 538

Reverse route, No. 340

Out Main St. and the River Road, through Morristown, Hammond and Browns' Corner, entering Alexandria Bay by Main St. A picturesque trip, with fairly good roads greater part of the way; some clay, bad in wet weather.

MILEAGES
Total Intermediate (For this and optional exits, see Ogdensburg city map, page 539.)

0.0 0.0 **OGDENSBURG,** State & Ford Sts., business center. Start nearly west on Ford St., following trolleys across iron bridge (Oswegatchie River—0.2 m).

0.3 0.3 Leave trolleys by turning right into Main St.; cross RR. (dangerous crossing, 0.4 m), into the main road along the St. Lawrence River. Pick up (0.9 m) and follow trolley to end of line (1.2 m, 1909), then straight ahead with telegraph poles on main road—poor and sandy in spots.

10.7 10.4 **Caution** for square left turn at foot of grade—straight ahead would go into the River.

10.8 0.1 **MORRISTOWN;** straight through village, crossing bridge over RR. (11.2 m).

11.5 0.7 Fork; take the right-hand road, passing right-hand road (13.2 m).

14.8 3.3 Straight through hamlet of **Briar Hill;** cross small iron

Ogdensburg, N. Y., Section

Route 340

bridge (15.3 m) and pass left-hand road (15.7 m—which leads across RR). Cross RRs. (16.6 m & 17.1 m).

- 20.8 6.0 **HAMMOND**; straight through village.
- 21.6 0.8 Under ordinary circumstances keep straight ahead on main road, avoiding road to left. (This direct line, however, has a stretch of clay that is very "deep" in wet weather; in wet weather take the left-hand road, and next right—22.1 m, shortly coming into the direct line again.) Continue on rocky stretch, past stone school (on left—25.8 m).
- 30.3 8.7 3-corners; curve right.
- 31.4 1.1 Farm-house in fork; take the right-hand road, following the telegraph line.
- 33.5 2.1 End of road (white school on the corner); turn left.
- 34.5 1.1 Prominent 4-corners (**Browns Corner**); turn right on macadam, following the trolley, same thoroughfare becoming Main St., Alexandria Bay.
- 38.2 3.7 (Left-hand road—with one line of trolley—goes to Clayton; for Clayton, without going into Alexandria Bay, turn left, picking up the schedule at 3/10-m in the Alexandria Bay-Clayton route, No. 329.
- 38.5 0.3 **ALEXANDRIA BAY**, Main & James Sts.
 Crossmon House, on the Riverfront.
 Campbell Garage, Crossmon & Bethune Sts.

Route 340—Alexandria Bay to Ogdensburg, N. Y.—38.5 m.

Route map, page 538

Reverse route, No. 339

Out Main St. to Browns' Corner, thence north through Hammond and Morristown, entering Ogdensburg by the River Road and Main St. A picturesque trip, with fairly good roads greater part of way; some clay—bad in wet weather.

MILEAGES

Total Intermediate

- 0.0 0.0 **ALEXANDRIA BAY**, Main & James Sts. Start south-east on Main St., following the trolley; pass right-hand road (0.3 m, where route from Clayton comes in from the right), running onto macadam (0.7 m), which follow through first cross-road (3.0 m).
- 4.0 4.0 Prominent 4-corners (Brown's Corner, no town); leave macadam by turning left, past farm-house (on right, after the turn).
- 5.0 1.0 Turn right—small white schoolhouse on the corner—following the telegraph line, past right-hand road (5.4 m).
- 8.2 3.2 3-corners; curve left, along RR. (on right). Pass stone



Route 343

Ogdensburg, N. Y., Section

schoolhouse (on right—12.7 m), and continue over stretch of rocky road.

- 16.1 7.9 Under ordinary circumstances keep straight ahead on main road, avoiding road to right. (The direct line, however, has a stretch of clay that is very "deep" in wet weather; in wet weather take the right-hand road, turning left—16.4 m—shortly coming back into the direct line again).
- 17.7 1.6 **HAMMOND**; straight through town, crossing RRs. (21.4 m & 21.9 m). Follow direct route through hamlet of **Briar Hill** (23.7 m); cross bridge over RR. (27.3 m) into **MORRISTOWN**; go through center of village.
- 27.7 10.0
- 27.8 0.1 Turn square right, upgrade; pass stone tower (on left) and continue on the River Road—poor for 1½ miles out of Morristown, then good to Ogdensburg. Pick up trolley (at 37.3 m, 1909); at fork where car-tracks leave to right (37.6 m), keep to left on main road, which becomes Main St., Ogdensburg—dangerous RR. crossing (38.1 m).
- 38.2 10.4 End of Main St.; turn left, following the trolley across the Oswegatchie River (38.3 m) into Ford St.,
- 38.5 0.3 **OGDENSBURG**, Ford & State Sts., business center. Hannan & Henry Motor Car Co., Catherine St.
- For city map and points of interest, see Ogdensburg Section, page 539.
For diverging routes, see Index map, Ogdensburg Section, page 538.

Route 343—Ogdensburg to Massena, N. Y.—41.7 m.

Route map, page 538

Reverse route, No. 344.

Out Ford St., past the State Hospital grounds; thence through Chipman, MADRID and Chase Mills. Fair-to-good road—with occasional rough or sandy spots—first 33.2 miles; balance fine macadam.

MILEAGES
Total Intermediate

(For this and optional exits see Ogdensburg city map, page 539.)

- 0.0 0.0 **OGDENSBURG**, Ford & State Sts., business center. Start east on Ford St., following the trolley.
- 1.4 1.4 Turn left over RR. bridge and immediately right, following car-tracks past left-hand road leading into State Hospital grounds (2.3 m). When trolleys leave (to left—2.9 m), keep straight ahead over RR. (3.0 m).
- 3.5 2.1 End of road (iron watering trough); turn right, bearing left (3.7 m) on poor, sandy road. Pass right-hand road (4.3 m) and continue through prominent 4-corners (8.0 m).
- 11.8 8.3 Fork; take the right-hand road, crossing iron bridge (12.0 m) and small wood bridge (14.4 m).
- 15.5 3.7 Three corners; bear right, straight through 4-corners (Chipman—16.8 m), crossing two small wood bridges (17.3 m).

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
GRAPHIC TRUNK-LINE CHART
FOR LAYING OUT AN EXTENDED TOUR USE

Ogdensburg, N. Y., Section**Route 344**

- 20.1 4.6 Turn left with the wires.
- 21.0 0.9 **MADRID**; straight through, past cannon and band-stand (on right). Pass prominent left-hand road (21.6 m) and continue along the Grass River, keeping straight ahead through 4-corners (**Chamberlain's Corner**—26.8 m).
- 27.4 6.4 Turn right, past brick house (on left—after the turn), crossing RR. (28.5 m).
- 28.7 1.3 **Chase Mills**; straight through small village.
- 33.2 4.5 End of road; turn right on macadam (which extends to the edge of Massena).
- 41.4 8.2 End of road; turn right across iron bridge (Grass River—41.6 m) into the main street of
- 41.7 0.3 **MASSENA**, Town Hall on right.

For Massena Springs (on the Raquette River) and R. W. & O-Grand Trunk RR. station, continue straight ahead 1 mile.

Route 344—Massena to Ogdensburg, N. Y.—41.7 m.

Route map, page 538

Reverse route, No. 343.

MILEAGES
Total Intermediate

- 0.0 0.0 **MASSENA**, Town Hall on left. Start nearly west on the main street, crossing iron bridge (Grass River—0.1 m).
- 0.3 0.3 Turn left (small brick house on the corner at the turn). Strike macadam (0.7 m), taking care not to run by first left-hand road after passing District School No. 2 (on right).
- 8.5 8.2 Leave macadam by turning left on fair-to-poor road, following general course of the Grass River.
- 13.0 4.5 **Chase Mills**; straight through small village, crossing RR. (13.2 m).
- 14.3 1.3 End of road; turn left, straight ahead through 4-corners (**Chamberlain's Corner**—14.9 m).
- 20.7 6.4 **MADRID**; straight ahead through town, passing cannon and band-stand (on left).
- 21.6 0.9 Turn right with the wires—sandy road; cross 2 small wood bridges (24.4 m) and pass through 4-corners (**Chipman**—24.9 m).
- 26.2 4.6 Three corners; take the left-hand road, straight ahead across small wood bridge (27.3 m) and iron bridge (29.7 m). Continue through prominent 4-corners (33.7 m), and keep slightly right (37.4 m), curving right (38.0 m).
- 38.2 12.0 Turn left at iron watering trough, straight ahead across RR. (38.7 m); picking up trolley (from right—38.8 m), follow same past State Hospital (on right—39.4 m).
- 40.3 2.1 Turn left over RR. bridge and immediately right, following trolley into Ford St., direct to
- 41.7 1.4 **OGDENSBURG**, Ford & State Sts.

Hannan & Henry Motor Car Co., Catherine St.

For city map and points of interest, see Ogdensburg Section, page 539.

For diverging routes, see Index map, Ogdensburg Section, page 538.

Route 346

Ogdensburg, N. Y., Section

Route 346—Ogdensburg to Ottawa, Canada—60 m.

From lower business center cross ferry over St. Lawrence River (toll and customs), to Prescott, Ont., Canada; and direct out from waterfront, on Edward St., across Grand Trunk Railway. From this point on there are two intermediate places for the tourist to keep chiefly in mind. The first, Spencerville, 11 miles from Ogdensburg; the second Kemptville, distant about 40 miles from Ottawa. The road for the entire distance is fairly good; unless there have been heavy rains. Fifteen miles or so before reaching Ottawa enter the "Military Highway" (macadam); from a point about 10 miles below Kemptville to the "Military Highway," above referred to, the highway is sandy.

From Kemptville the route runs via West Osgoode to Dawson; thence to Greeley's, and from Greeley's to Ottawa. This run finishes at Ottawa over Billing's Bridge, spanning the Rideau River, and comes directly into Bank St., on the downtown end of which the principal garages will be found. A right turn from Bank St. to Sparks St. will place the tourist on the principal business thorofare of the city,

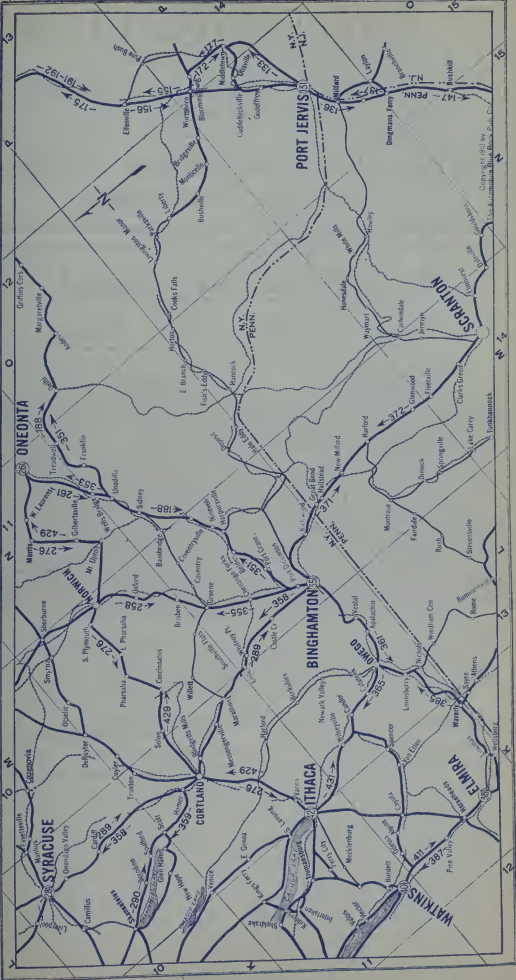
OTTAWA

(Approximately) 60 miles from Ogdensburg



Map showing routes through Ottawa, Canada, corresponding to directions for entering and leaving the city given in the Blue Book routes.

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.



BINGHAMTON GRAPHIC INDEX MAP

EUROPEAN
PLAN

THE BENNETT

H. I. PROTZMAN
PROP.

Washington, State and Henry Streets

BINGHAMTON'S LEADING HOTEL

Most Centrally Located

A la Carte Service

6 A. M. to 1 A. M.

Fireproof Garage--Capacity 75 Cars

THE LARGEST SUPPLY GARAGE AND SKILLED MECHANICS

The Largest and Best Equipped Garage in New York State



TO be completed June 1st. Located in very centre of city, one-half block from the Bennett, the leading hotel; four blocks to most distant hotel; fireproof; open day and night. Prices more reasonable than at small garages attached to different hotels. Tourists furnished with stalls that they can lock, making car and contents absolutely safe. Free route cards in every direction. Largest stock of tires and supplies in Southern Tier.

Binghamton Motor Car Co. 195-197-199-201-203 WATER STREET **Binghamton, N. Y.**

The publishers of this volume realize that due to the fast changing road conditions route directions must necessarily need corrections each year. Although this company keeps four cars on the road for over six months of the year it is easier to make the needed changes and additions if we receive the co-operation of those interested in seeing that these improvements are made.

Things will come up on the road which might be forgotten if no memorandum is kept, therefore we ask all users of this volume to note corrections and send same to us at the first opportunity. Blank pages for memoranda in back of book.



Map showing routes through Binghamton, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.



Arlington

High Class
European
Plan

Hotel

Binghamton, N. Y.

New Annex Opened January, 1909. 50 rooms with private bath. Up-to-date in every respect. Capacity of Hotel, 175 rooms, 105 connecting with private bath. Elegantly furnished and appointed throughout.

EXCLUSIVE A LA CARTE CUISINE

Fireproof Garage with capacity for thirty automobiles adjoining Hotel, under our management. All necessary supplies on hand and in charge of an expert mechanic.

E. M. TIERNEY, Prest,
A. E. COPELAND, Mgr.

Kennedy-Tierney Co.

Section Index Maps SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.
FOR Laying Out an EX-
TENDED TOUR USE **Graphic Trunk-Line Chart**

BINGHAMTON, N. Y. SECTION**ROUTES 351 TO 380****Route 351—Binghamton to Kingston, N. Y.—140.9 m.**

Route map, page 512

Reverse route, No. 188

A complete thorofare across the Catskill Mountains, via Harpursville, Unadilla, Delhi, Margaretville and Pine Hill. Hilly; mostly fair dirt roads, with several stretches of macadam.

MILEAGES
Total Intermediate

(For optional exits, see Binghamton city map, page 553.)

0.0 0.0 **BINGHAMTON**, Court House, Court & Chenango Sts.

Start north on Chenango St. with trolleys, crossing long RR. viaduct, direct to end of car-tracks (2.9 m). Continue along right bank of the Chenango River—**caution** for sharp left and right curves (5.1 m); pass under RR. and take right fork immediately beyond, curving right (7.2 m) through 4-corners at

7.3 7.3 **PORT CRANE.**

Continue east, paralleling RR. tracks, crossing (10.2 m) and re-crossing same at Sanitaria Springs (10.7 m). thence on macadam, curving slightly left and avoiding right road under RR. (11.1 m) to fork (11.5 m). Bear right, crossing RR. tracks (13 m), straight ahead through 4-corners, end of macadam (15.3 m—fall 1908). Keep down long grade, bearing slightly right through Belden (small settlement—16.8 m); continue on main thorofare to irregular 4-corners, center of

20.4 13.1 **HARPURSVILLE.**

Alternate to Harpursville via Windsor. Another route to upper Susquehanna Valley and eastern points is as follows: Leave Binghamton by Court St., following State macadam along the Susquehanna Valley for 5 miles. After crossing bridge over creek at end of macadam, take the Windsor road to left, gradually rising to just beyond West Windsor (9 miles).

From this point the road descends for 5½ miles to Windsor (15 miles), again reaching the Susquehanna Valley (left 5 miles from Binghamton). From Windsor north the route follows the river road, macadam for several miles to Harpursville (24 miles). This is 3½ miles longer than the route already given; it has several short stiff rises, but nothing to compare with Belden Hill.

Turn sharp left and continue downgrade, bearing right and immediately left under RR. (20.9 m) to fork immediately after crossing iron bridge (21.3 m). Here keep right straight through Ninevah (22.1 m) and avoid road to the left under RR. tracks (24 m).

Straight ahead across RR. (24.7 m)—**caution** for bad right and left curves shortly beyond, through Afton (27.4 m). Pass under RR. tracks (27.7 m), crossing (28.3 m) and re-crossing tracks at

32.7 12.3 **BAINBRIDGE.**

Cross tracks again (35.4 m), and after crossing small bridge (37.9 m), taking care not to pass the next right-hand road just before another RR. crossing (38 m). Here turn right, across RR. tracks (38.4 m—**caution** for sharp

left curve $\frac{1}{2}$ mile beyond. Avoid all right and left branch roads, crossing RR. tracks (43.1 m) to center of

43.5 10.8 **UNADILLA, Unadilla House; Hotel Bishop.**

Continue straight ahead, past **Hotel Bishop** on left, and parallel RR. tracks to long iron bridge (44.6 m); here turn right across the Chenango River, and avoid road to the left (45.1 m—leading to Oneonta). Keep straight ahead past saw-mill on left (48.6 m)—**caution** for bad bridge at foot of grades (49.7 m) to 3-corners (51.4 m).

Bear left, immediately across small bridge and follow main thorofare through Treadwell (59.8 m); take right fork (61.8 m)—small lake in center. Keep main thorofare, same becoming Franklin St., which follow to its end (70.3 m); turn left to Kingston St. on the right, center of

70.4 26.9 **DELHI, Kingston Hotel.**

Turn right on Kingston St., crossing two iron bridges to end of same (70.5 m); turn right upgrade to fork (73.4 m), where keep right to fork (76.8 m—small settlement). Bear right and after crossing small bridge (76.9 m), bear immediately left, keeping main thorofare through 4-corners (78 m).

Avoid all right and left turns—**caution** for bad water-bars upgrade (79.5 m), then on main road through Andes (83 m). Avoid right-hand road uphill (88.9 m) by keeping main thorofare through covered wooden bridge at Dunraven (90.6 m); also avoid right-hand fork (92 m), keeping main thorofare to center of

94.3 23.9 **MARGARETVILLE.**

Pocantico Inn, on left.

Turn 90° right through covered wooden bridge and RR. tracks, running onto macadam (fall 1908) at Wana station (94.9 m). Cross covered wooden bridge (95.8 m), and after crossing RR. tracks just beyond, bear right through Arkville (96.1 m).

Keep main highway through Fleischmanns (99.5 m) to end of State Road (100.3 m—fall 1908). Avoid left fork uphill at Griffins (101 m) by bearing right across small bridge, thence up long steep grade past Highmont station (on right—102.9 m)—**Grand Hotel** on left. Shortly descend steep grade, bearing slightly left at watering trough to center of

**Install a KLAXON and
Stay In High Gear —**

Route 353**Binghamton, N. Y., Section**104.3 10.0 **PINE HILL, Avon Inn.**

Keep southeast on main street, paralleling stream (on right), crossing iron bridge (109.9 m), and bearing immediately right through Shandaken (110 m). Follow main thorofare along Esopus Creek through Allaben (111.4 m) and across RR. tracks at Phoenicia (115.8 m).

After crossing iron bridge (119.5 m), bear right immediately beyond through Mount Pleasant (119.7 m). Do not cross the Esopus Creek at any point, but keep on the left side of same through Beechford (121.8 m). Shokan (125.5 m); cross RR. tracks at Olive Branch (130.3 m), end of State Road (fall 1908).

Continue west through West Hurley (133.7 m), crossing RR. tracks (133.8 m, 134 m & 135.1 m); thence on old flag-stone stage road—deep ruts. Pass toll-house (137.6 m) and cross Esopus Creek (139.1 m), same thorofare becoming Washington St., Kingston.*

Follow Washington St. across RR. tracks (139.2 m) to N. Front St. (on left—139.5 m); turn left and keep straight ahead to Clinton St. (on right—139.8 m), where turn right to St. James St. (140.2 m). Here turn left to Broadway (140.3 m), where turn right, crossing RR. tracks (140.8 m) to

140.9 36.6 **KINGSTON**, Broadway at Albany Ave. & St. James St.

Eagle Hotel, Main St.

Wyltwyck Inn, 40 Main St.

Kingston Garage (James Millard & Sons), 510 Broadway.

Eagle Garage, adjoining Eagle Hotel.

Central Garage, 521 Broadway.

For city map, see Kingston Section, page 359.

For diverging routes, see Index map Kingston Section, page 358.

For through connections, see Trunk-line Index map, page 1B.

Route 353—Binghamton to Oneonta, N. Y.—61.4 m.

Route map, page 551

Reverse route, No. 261.

Via Port Crane, Sanitaria Springs, Harpursville, Nineveh, Bainbridge, UNADILLA, Wellsbridge and Otego; with outline of alternate route Binghamton to Harpursville via Windsor. Mostly good dirt road, with occasional stretches of macadam.

MILEAGES

Total Intermediate (For optional exists, see Binghamton city map, page 553.)

0.0 0.0 **BINGHAMTON**, Court House, Court St.

For the first 43.5 miles this route is identical with No. 2—the Binghamton-Unadilla-Kingston line, which see (pages 566-567) for full running directions and odometer mileages through Port Crane (7.3 m), Harpursville (20.4 m), Nineveh (22.1 m) and Bainbridge (33.3 m) to

43.5 43.5 **UNADILLA**, Main St. at business center.

Unadilla House; Hotel Bishop.

Direct through to right-hand road at long iron bridge (44.6 m), turning 90° right across the Susquehanna River;

Binghamton, N. Y., Section**Route 355**

$\frac{1}{2}$ mile beyond (45.1 m), turn left—sign, "Oneonta" (leaving the Delhi-Kingston route across the Catskills straight ahead). Immediately go through covered bridge, bad left curve uphill (45.9 m); at end of road (47.1 m) turn left, curving right on short distance beyond (47.4 m).

Straight ahead on main road—frequent fine views—turning left (48.5 m), across iron bridge over the Susquehanna River and RR. to end of road at Wellsbridge station (48.6 m). Turn 90° right along river and RR., crossing small iron bridge (50.2 m); ascend short 8% grade (50.9 m) and descend 8% grade (51.3 m), crossing small iron bridge (52.2 m) into

53.0 9.5 **OTEGO**, center of small village.

Direct through onto new State macadam (1908), crossing small iron bridge (53.2 m); ascend and descend 8% grades, passing left-hand roads (53.4 m & 55.9 m)—caution for bad RR. crossing (56.3 m). Continue over iron bridge (57.4 m), curving left over bad RR. crossing (58 m); thence across RR. and car-line (59 m) to 4-corners where trolleys turn (59.4 m). Turn right with car-tracks, striking brick pavement (60.9 m); curve right (61 m) with Chestnut St. to center of

61.4 8.4 **ONEONTA**, Main & Chestnut Sts., business center.

Arthur M. Butts Garage.

For city map and points of interest, see Oneonta Section, page 464.

For diverging routes, see Index map Oneonta Section, page 463.

Route 355—Binghamton to Utica, N. Y.—94 m.

Route map, page 551

Reverse route, No. 258

Main route up to the Chenango Valley through Chenango Forks, Greene, Oxford, NORWICH and Sherburne to Earlville; thence to Utica by a choice of two roads (1), the Oriskany Valley line via Hamilton, Oriskany Falls and Clinton, or (2) the Sauquoit Valley line via Waterville and Sauquoit. Macadam most of first 12 miles, then mostly good dirt road, with an occasional stretch of macadam.

MILEAGES (For this and optional exits see Binghamton city map, page 553.)
Total Intermediate (The dividing point between the two ways into Utica is 58.2 miles from the start of this route.)

0.0 0.0 **BINGHAMTON**, Court House, Court St., business center.

Start west on Court St., crossing long viaduct over Chenango River (2-10 m); turn first right beyond (3-10 m) into Front St., straight ahead with trolleys under RRs. (7-10 m). Where car-tracks end (1 m), continue direct on main road along the Chenango River, crossing 2 small bridges (4.8 m & 4.9 m); pass left-hand road immediately beyond (the Binghamton-Cortland-Syracuse line) to important fork (5.5 m).

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EX-TENDED TOUR USE **Graphic Trunk-Line Chart**

Route 355

Binghamton, N. Y., Section

Leaving macadam road to right, run straight ahead on good dirt road (1908), one mile beyond (6.5 m) ascend 8% grade, passing left-hand road (7.1 m) and crossing small bridge (7.4 m) into the hamlet of Kattelville (8.3 m). Direct through irregular 4-corners and across small iron bridge (8.4 m), ascending another 8% grade; from top (9.1 m), descend 8% grade, coming along river again nearing the hamlet of Chenango Forks.

At fork (11.2 m), keep right immediately over RR. and across iron bridge (11.3 m) into Chenango Forks (11.4 m); go through, crossing RR. again (11.7 m) and passing right-hand road leading across iron bridge (11.9 m). Cross RR. (12.1 m) and small bridges (12.4 m & 13.6 m), straight ahead to fork of 3 roads (16.7 m); here (sign. "Greene 2½ m") curve right immediately across iron bridge direct into the main street of

19.1 19.1 **GREENE**, Soldiers' Monument on right.

Straight through, crossing bridge over creek (19.4 m); 3-10 mile beyond (19.7 m), curve right (closer to river), passing left-hand road (21.4 m). Cross iron bridge (21.8 m), curving right (23.3 m) through Brisben (24.8 m)—sharp right and left curves (25.6 m); thence direct across small iron bridges (29 m & 31.2 m) to Oxford (32.9 m). Cross more iron bridges (34.7 m, 38.4 m & 40 m), same thoroughfare becoming S. Broad St. to park at Main St.

40.9 21.8 **NORWICH**, fountain center of street.

Continue up N. Broad St.—State macadam—passing right-hand road (also macadam—42.4 m) to fork (43.5 m); here (leaving hilly dirt road straight ahead) bear right with macadam, winding along east side of pond. At fork (46.4 m—end of macadam, 1908), take right over very bad grade crossing, D. L. & W. and O. & W. RRs. (46.5 m) to irregular 4-corners at hamlet of North Norwich (country stores on opposite corners—47.2 m).

Turn diagonally right, crossing iron bridge (48 m); at 4-corners immediately beyond turn left on fair dirt road to farm-house in fork (48.8 m). Keep to right (straight ahead) across iron bridge (51 m) into Main St., Sherburne (52.8 m). [Rexford Falls—a popular resort for local autoists—is about a mile east of Sherburne, reached by a right turn at center of town.]

Straight ahead to watering trough in fork (53.6 m), taking left over iron bridge (53.7 m); 2.4 miles beyond

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



(56.1 m), curve left over RR. and immediately right along west side of same. At next fork (56.3 m), curve left—away from RR., crossing iron bridge (56.6 m); pass right-hand road (57.6 m), straight ahead into

58.2 17.3 **EARLVILLE**, the main north-and-south street.

FROM THIS POINT UTICA IS REACHED IN TWO WAYS: (1) the Oriskany Valley line via Hamilton, Oriskany Falls and Clinton, and (2) the Sauquoit Valley line via Waterville and Sauquoit. We give first the Oriskany Valley Route, with odometer measurements throughout; this is somewhat shorter and more level than via the Sauquoit Valley, for which see separate head at end of this route.

CONNECTIONS TO RICHFIELD SPRINGS: There is probably some good fairly direct road across to Richfield Springs from this line, but running directions for same have not yet been compiled. For Richfield Springs, use either the Oriskany Valley route to Bouckville or the Sauquoit Valley route to Sangerfield, turning right at either of these points on Syracuse Section, Route No. 291, where full directions and odometer mileages are complete.

Route 355A—Earlville to Utica via the Oriskany Valley

(FOR UTICA VIA THE SAUQUOIT VALLEY, SEE ROUTE NO. 556.)

MILEAGES
Total Intermediate

58.2 58.2 **EARLVILLE**, the main north-and-south street.

Straight ahead (north) to frame building in fork (59 m); take right, direct on main road past Colgate University athletic grounds (on right—64 m) to cannon in fork of park, entering Hamilton (64.4 m). Keep to left, running full length of park, but take care not to go through 4-corners at head of same (unless going to Madison Lake, which is straight ahead).

64.6 6.4 **HAMILTON**, iron watering trough on right.

Jog left and at once (64.7 m) diagonally right on Utica St., avoiding left fork immediately beyond; thence direct on main-traveled road through prominent 4-corners (65.9 m) to Pecksport station, O. & W. RR. (67.6 m). Curve left over tracks, but at next fork (69.7 m), keep to right along the east bank of the abandoned Chenango Canal into Bouckville (69.5 m—road to Richfield Springs turns right at this point).

Continue straight ahead along canal to end of road (70.9 m); here turn 90° left over canal bed and immediately right, straight ahead over small iron bridge (71.5 m) into hamlet of Solsville (71.9 m). Go through, keeping right on main road at fork (72 m), passing right-hand road (72.8 m); thence along the west side of Lyons Pond, running through 4-corners (73.3 m) to left-hand road (75.4 m—just below Oriskany Falls).

Turn 90° left across stone culvert over canal bed and immediately right, straight ahead through Oriskany Falls (75.9 m); curve slightly left, leaving town (76 m), keeping left on main road at fork (76.2 m). Thence along deep ravine, direct through hamlet of Deansboro (80.2 m)

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Route 356

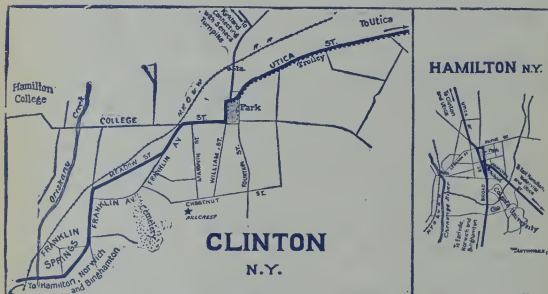
Binghamton, N. Y., Section

to well-traveled right-hand road (83.1 m); turn 90° right over O. & W. RR. (83.2 m—grade), crossing small iron bridge (83.4 m) to end of road (83.6 m).

Turn 90° left through small village of Franklin Springs (83.9 m); 3-10 mile beyond (84.2 m), turn diagonally right (not sharp right) straight ahead on Meadow St. to end of road at College St., Clinton (84.9 m). Turn right on College St., meeting trolley line at corner of park (85.1 m); turn left with car-tracks along west side of village park,

85.1 20.5 **CLINTON**, Park Row & College St.

At fork farther end of park, keep right with car-tracks, straight ahead 1.8 miles, but where trolleys leave to right (86.9 m), cross O. & W. RR., curving left (87.1 m) over



Two interesting college towns on the Norwich-Utica line.. Note the arrow top of Clinton map "To Kirkland"; by this short-cut the Seneca Turnpike is only 2 miles distant.

abandoned canal bed and immediately right. Striking State macadam (87.4 m—fall 1908), follow same—caution 2 miles beyond (89.4 m) for right turn, again over O. & W. RR. Picking up car-tracks immediately beyond, follow them past Golf Club (on left—89.7 m) into suburban village of New Hartford (90.5 m).

Direct through, crossing small iron bridge (90.6 m). thence on asphalt pavement across D. L. & W. RR. track (90.9 m), and West Shore RR. (grade—92.1 m) into Genesee St., Utica. Straight ahead on Genesee St. through Oneida Sq. (Soldiers' Monument on left—93.2 m) into

94.0 8.9 **UTICA**, Genesee & Bleecker Sts., business center.

Baggs Hotel, Baggs Square.

St. James Hotel, Whitesboro St., near Genesee St.

Westcott Garage Co., Cornelia & Cooper Sts.

Bender Garage Co., Park Ave. & Elizabeth St.

For city map, see Utica Section, page 534.

For diverging routes, see Index map, Utica Section, page 533.

For through connections, see Trunk-line Index map, page 1B.

Route 356.

Route 356—Binghamton to Utica, via Sauquoit Valley—
94.4 m.

Binghamton, N. Y., Section

Route map, page 551

Reverse route, No. 259

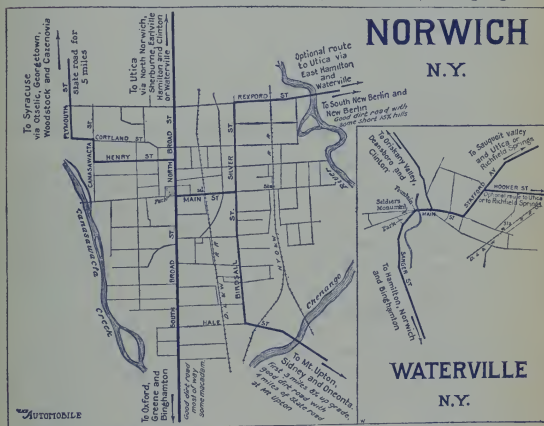
This route is a trifle longer—and has more grades—than the line already given via the Oriskany Valley; it is, however, a picturesque and interesting run, and almost equally good time can be made over it.

MILEAGES
Total Intermediate
58.2 58.2

(Follow route No. 355 to Earlville, 58.2 m.)

EARLVILLE, the main north-and-south street.

Turn 90° right (at hotels on diagonally opposite corners), crossing small iron bridge (58.7 m); immediately beyond turn 90° left, straight ahead over small bridge (59.5 m), passing left-hand road (60 m) to 4-corners at hamlet of Poolville (61.6 m). Turn left, taking right at



This route is straight as an arrow through Norwich; through Waterville it has several turns, as the diagram shows.

colonial house in fork (61.8 m—sign, "E. Hamilton," "Hubbardsville"), thence along the Chenango River, turning right (62.5 m)—fine view of valley from top of hill (62.6 m).

Descend grade, direct across small iron bridge (62.9 m), and over bad RR. crossing (63 m), swinging left at 3-corners or end of road (63.3 m); continue straight ahead through E. Hamilton (64.5 m), keeping left on main road at fork leaving this hamlet, direct to but not across D. L. & W. RR. at Hubbardsville station (65.7 m). Leaving a better road ahead, turn right along tracks, keeping left on main road (66.5 m) with RR. and valley; at fork (67.3 m), again keep left on main road with telegraph poles (leaving a better road to right).

Cross iron bridge (69.5 m) through hamlet (N. Brookfield Depot—69.6 m); cross another small iron bridge

Route 356

Binghamton, N. Y., Section

(71 m). thence direct across village park, Sangerfield (74 m). Continue straight ahead over RR. track (74.3 m), same thorofare becoming Sanger St., Waterville; curve right (75.2 m) straight ahead through Main St., center of

75.3 17.1 **WATERVILLE**, Main St., business center.

Direct to fountain at foot of Stafford Ave. (75.5 m), turning left on Stafford Ave.; straight out Stafford Ave.—over Eastman hill—to the first fork (Merna's Corner—white house in the fork). Here take right and continue with well-traveled road to Hubbard's Corner, where large signboard is found; turn square right, across D. L. & W. RR., up short hill by Davies' Store and then straight ahead on direct road to a "T." where take sharp turn to the right. Then straight ahead, with same well-defined road, past schoolhouse, half mile distant, to a fork, where take left, then straight ahead to

82.1 6.8 **CASSVILLE**.

(Route from Cooperstown, Richfield Springs, etc., comes in from the right.)

Turn left on State macadam, downgrade across RR. (82.2 m) and small bridge, turning right with macadam just beyond (82.3 m). Cross small iron bridge (82.4 m), curving left (82.6 m) past Richfield Junction station; again curve left with macadam (83 m) across small bridge (83.5 m), thence on stretch of dirt road, crossing small bridge (84.3 m) and RR. (84.5 m) through

84.6 2.5 **CLAYVILLE**, center of small village.

Keep left at fork leaving town (84.9 m) over RR., on macadam again through Sauquoit (86.7 m); avoiding left-hand road just beyond (86.8 m) run straight ahead on main road, curving left (88.2 m) past brick Catholic Church (on right—88.3 m). Cross RR. (89.3 m) and iron bridge (89.4 m) through Washington Mills (90 m), ascending long even grade (91.1 m); at top of grade (91.3 m), curve right, straight ahead past Forest Hills Cemetery (on right—92.3 m).

Cross W. S. RR. track and pick up trolley (92.9 m), keeping straight ahead where car-tracks leave to right (93.1 m), same thorofare becoming Oneida St., Utica. Meeting double trolley line at Oneida Sq. (Soldiers' Monument—93.6 m), bear right with same on Genesee St., asphalt and stone block pavement, into

94.4 9.8 **UTICA**, Genesee & Bleecker Sts., business center.

St. James Hotel, Whitesboro St., near Genesee St.

Baggs Hotel, Baggs Square.

Bender Garage Co., Park Ave. & Elizabeth St.

Westcott Garage Co., Cornelia & Cooper Sts.

For city map, see Utica Section, page 534.

For diverging routes, see Index map, Utica Section, page 533.

Route 358—Binghamton to Syracuse, N. Y.—77.3 m.

Route map, page 551

Reverse route No. 289

Starting up the west side of the Chenango River, thence through Castle Creek, Whitney Point, CORTLAND, Homer, Cardiff and the Onondaga Indian Reservation, entering Syracuse by South Salina St. Gradually extending macadam, alternating with variable dirt road.

There is one disagreeable feature on approximately the middle half of this route—two stretches of very narrow road along the Tioughnioga River, between Whitney Point and Cortland. These stretches are narrow and difficult to travel, and in some places it is impossible to pass any other vehicle; there is little danger, however, if these conditions are known in advance, and proper care taken in passing through them.

MILEAGES
Total Intermediate

(For this and optional exits, see Binghamton city map, page 553.)

- | | | |
|------|-----|---|
| 0.0 | 0.0 | BINGHAMTON , Court House, center of city. Start west on Court St., crossing long viaduct (Chenango River). |
| 0.4 | 0.4 | Turn first right on Front St., following trolleys under R.R. (0.7 m). When trolleys leave to left (1.0 m), continue straight ahead, taking care not to pass prominent left-hand road immediately after crossing 2 small iron bridges. |
| 4.9 | 4.5 | Leave the Norwich-Utica main line (straight ahead), by turning left; cross iron bridge (5.5 m) and follow winding but unmistakable macadam. |
| 10.1 | 5.2 | CASTLE CREEK ; straight through, avoiding right-hand road (which leads to Chenango Forks). Immediately begin steep ascent $\frac{1}{2}$ -mile long. |
| 10.6 | 0.5 | Fork; take the left-hand road ("upper road"), with the lighter telegraph poles (leaving the "lower road" and heavier telegraph poles to the right). Pass numerous roads on right and left, descending steep grade (15.3 m); cross R.R. (17.2 m) and follow the Tioughnioga River all the way into Collins St., Whitney Point. |
| 18.2 | 7.6 | WHITNEY POINT , end of Collins St.; turn left, crossing R.R. (18.5 m) at Whitney Point station. Continue up the valley, crossing R.R. (20.5 m), taking care not to pass right-hand road 2-10-mile beyond. |
| 20.7 | 2.5 | Turn right (just before coming to Lisle village), crossing small iron bridge and long iron bridge. |
| 20.8 | 0.1 | Turn left immediately beyond the larger bridge, onto stretch of "narrows." Road is unmistakable, but narrow and difficult to travel; in some spots it is impossible to pass any other vehicle—frequent grades and several fine views. |
| 24.6 | 3.8 | KILLAWOG ; straight through small village. |
| 27.6 | 3.0 | MARATHON ; straight through center of town. |
| 28.4 | 0.8 | Fork; keep to left along the river. |

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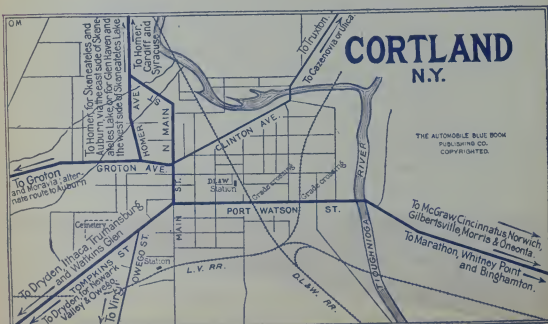
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- 31.1 2.7 **MESSENGERVILLE** (on opposite side of river); straight through, without crossing bridge into the town. Road is again unmistakable, but narrow, like the stretch already passed.
- 38.1 7.0 **BLODGETT MILLS**; straight through small village. Cross iron bridge (39.1 m) and RR. (39.6 m).
- 39.8 1.7 Turn left, meeting and following trolley until tracks turn right (40.8 m); then straight ahead across iron bridge



Map showing routes through Cortland, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

(40.9 m) into Port Watson St., Cortland. Cross 2 RRs.
(41.3 m & 41.6 m).

- 42.0 2.2 **CORTLAND**, end of Port Watson St.; hotel on the corner;
turn right into Main St.

York Hotel, Main & Port Watson Sts.

Cortland Hotel, Groton Ave. & Main St.

Cortland Auto Co., Main St., just below Tompkins St.;

City Cycle & Auto Co., Railroad St., near Main St.

Continue up Main St., following trolleys through the city; bear left with tracks on North Main St. (42.6 m), running into Homer Ave. (42.9 m). Cross RR. (43.6 m) and continue with trolleys into

- 44.8 2.8 **HOMER**; straight through center of town.

- 45.5 0.7 Fork; leave trolleys to left by keeping straight ahead on macadam, past several roads on right and left.

- 54.5 9.0 Fork; bear right on the macadam avoiding left-hand dirt road, which the main telegraph line follows. Cross RR. (55.9 m), taking care not to run past left-hand road 3-10-mile beyond.

- 56.2 1.7 Turn left at cemetery on corner, keeping to right at 3-corners (56.8 m).

- 57.3 1.1 Important 4-corners, **TULLY CENTER** (a few scattered houses only); straight ahead is a very dangerous hill, which avoid by turning square left.

- 58.6 1.3 Irregular 4-corners; turn right, descending steep grade 9-10-mile long.

- 59.5 0.9 Foot of grade, large barn on left; turn right.

- 60.0 0.5 End of road; turn left.

- 65.1 5.1 **CARDIFF**; straight through small village. Road is now direct through Indian Reservation and Onondaga Castle (71.7 m—no town), where trolleys are met and followed balance of way into S. Salina St., Syracuse. Cross D. L. & W. RR. (76.6 m), following car-tracks across Onondaga St. (76.9 m) and over N. Y. C. RR. (77.2 m).

- 77.3 12.2 **SYRACUSE**, Salina & E. Genesee Sts.

The Onondaga, Warren & Jefferson Sts.

Yates Hotel, E. Genesee & Montgomery Sts.

O'Donnell's Grill, Clinton & Fayette Sts.

Bissell's Garage, 109 S. State St.

For city map and points of interest, see Syracuse Section, page 479.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.



Route 359

Binghamton, N. Y., Section

Route 359—Cortland to Auburn, N. Y.—36.3 m.

Route map, page 551

Reverse route, No. 290

Via Homer, Scott, Spafford, Borodino and SKANEATELES, entering Auburn by E. Genesee St. Intermediate connection from Scott (10.4 m. on this route), to Glen Haven, on the lower end of Skaneateles Lake, is given as Note "A" at the end of the route. Macadam, alternating with fair-to-good dirt road.

MILEAGES (For this and optional exits, see Cortland city map, page 499.)
Total Intermediate

0.0 0.0 **CORTLAND**, Main St. & Groton Ave. (**Cortland Hotel**).

Start west one long block on Groton Ave.

0.2 0.2 Turn (1st) right on Homer Ave.; picking up car-tracks (from right—0.7 m), follow same over RR. (1.4 m) into

2.7 2.5 **HOMER**, park on left! straight through center of town.

2.9 0.2 At **City Hall** (on right), turn square left into Clinton St.: cross RR. (3.2 m) and follow main-traveled road.

6.7 3.8 Fork; bear right from the macadam (left is short but poor way to Glen Haven).

10.4 3.7 **SCOTT**, small village (country store on the corner).

For connection to Glen Haven, on the lower west side of Skaneateles Lake, see Note A at the end of this route.

For Skaneateles and Auburn continue north through Scott; from end of macadam (10.9 m, 1909), go straight ahead on dirt road, past left-hand road and wood school —11.3 m).

11.9 1.5 Fork; take the left-hand road—leaving right-hand road and the wires—shortly coming to a fine view of Skaneateles Lake. [At 13.3 m pass left-hand road which leads to lake—short way but very steep descent to Glen Haven].

15.5 3.6 **SPAFFORD**; straight ahead through small village (old white church on left).

19.9 4.4 3-corners; bear left on the main-traveled road, carefully descending grade.

21.0 1.1 **BORODINO**; straight through small village—caution for gully (22.0). Shortly descend grade with sharp right turn across small iron bridge; ascend grade and strike macadam, which continues balance of way to Skaneateles.

28.5 7.5 Meet trolley, turn left on Genesee St. and follow tracks.

29.2 0.7 **SKANEATELES**, lake on left.

Direct through on Genesee St., with trolleys; when tracks leave (to right—29.8 m), continue straight ahead on main road, which becomes E. Genesee St., Auburn. Pick up car-line at edge of city, keeping to left with trolley at fork (36.0 m); cross bridge over Owaseo River and RR. (36.1 m) into Genesee St. to State St.

36.3 7.1 **AUBURN**, Genesee & State Sts., business center.

Osborne House, State & Water Sts.

Auburn Auto Co., Water St. near Osborne House.

Note (a)—Connection from Scott (10.4 m, on the Cortland-Auburn route) to Glen Haven, on the lower west side of Skaneateles Lake; at Scott (country store on the corner—10.4 m), turn left across small iron bridge (10.6 m). Turn next right (10.9 m), passing left-hand road (11.2 m); descend grade, turning left (13.3 m) across small iron bridge to Glen Haven (14.2 m); **Glen Haven Hotel**.

Route 361—Binghamton to Elmira, N. Y.—63.6 m.

Route map below.

Reverse route, No. 385

Main-traveled line through Endicott and Apalachin, skirting the lower edge of OWEGO; thence through WAVERLY, Chemung and Wellsburg, entering Elmira by Maple Ave. and Lake St. Macadam greater part of the way; numerous dangerous RR. crossings.

MILEAGES

Total Intermediate

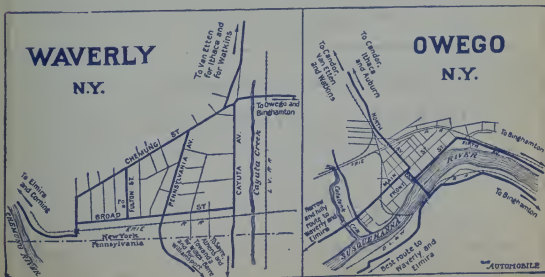
(For this and optional exits, see Binghamton city map, page 553.)

- 0.0 0.0 **BINGHAMTON**, Court House, center of city. Start west on Court St., crossing bridge over Chenango River (0.4 m); take care not to run straight ahead with the trolleys—a shorter but poorer way through Lestershire.
- 0.5 0.5 Turn first left beyond bridge into Front St.
- 0.9 0.4 Turn right into Riverside Drive—macadam—and follow same out of town, crossing RR. (3.9 m).
- 4.3 3.4 End of road; turn left across small iron bridge, following the trolley. Continue under RR. (4.9 m), crossing RR. (6.0 m); still with the car-line—avoiding 2 or 3 right-hand roads—through Endicott (9.2 m—pleasure park on left).
- 9.5 5.2 Leave trolley by turning left across long iron bridge over the Susquehanna River (9.6 m); cross RR. (9.9 m) to first right-hand road beyond.



Map of main-traveled route between Binghamton and Elmira, following the Susquehanna River the greater part of the way.

- 10.3 0.8 **VESTAL**, country store on right; turn right with the main road, crossing iron bridge (10.8 m) and RRs. (11.5 m & 12.3 m). Cross 2 small bridges (15.9 m), straight ahead through small village of Apalachin (16.5 m).



Map showing routes through Owego and Waverly, N. Y., corresponding to directions for entering and leaving these cities given in the Blue Book routes.

Route 361

Binghamton, N. Y., Section

- 17.4 7.1 Turn right over RR. bridge, following main road over RR. (20.8 m).
23.6 6.2 Avoid right-hand road (which crosses the RR.), by keeping to left on the main road, upgrade.
24.3 0.7 **OWEGO** (on opposite side of the Susquehanna River); through trips without stop do not cross.

[For center of Owego, or to make connections for Watkins Glen or Ithaca, turn right across the Susquehanna.

The New O-we-go, Main & Lake Sts.

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For Waverly, Elmira and the west, continue straight ahead upgrade.

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Binghamton, N. Y., Section

Route 361

- 24.6 0.3 Turn right with the best road, crossing iron bridge (25.0 m).
- 25.4 0.8 Turn left and first right, following in each case the main-traveled road. Cross RR. (27.1 m)—**caution** for sharp left curve (28.0 m), crossing iron bridge (29.1 m).
- 29.9 4.5 **LOUNSBERRY**; straight through small village, following the river. Cross RR. (32.5 m) and iron bridge (32.8 m).
- 33.1 3.2 **NICHOLS**, straight through, crossing RR. (34.2 m).
- 34.9 1.8 Turn right across long iron bridge (25c toll—pay on farther end); **caution** for dangerous RR. (35.1 m). Immediately cross another RR.
- 35.2 0.3 **SMITHBORO**; turn left on main road, passing Smithboro station (on left—35.3 m).
- 36.8 1.6 Slow down for dangerous left turn under RR. and next right (36.9 m).
- 37.9 1.1 **BARTON**; direct through small village—**special caution** (40.1 m) for 2 atrocious RR. crossings. Pass left-hand road leading under RR. (41.6 m, short way to Sayre, Pa.), keeping straight ahead over RR. (43.7 m), and iron bridge (43.8 m). Jog slightly to left through 4-corners at East Waverly (43.9 m) into Chemung St., Waverly; pick up trolley (from left—44.2 m), following them 2.10-mile only.
- 44.4 6.5 Leave trolley by turning left from Chemung St. into Pennsylvania Ave., passing park (on right).
- 44.8 0.4 Turn right from Pennsylvania Ave. into Broad St., following trolley.
- 45.0 0.2 **WAVERLY**, Broad & Fulton Sts., center of city. Straight through on Broad St.
- 45.3 0.3 Turn left over RR. bridge and immediately right; pass left-hand road (46.2 m), keeping straight ahead along the RR.—**caution** for right turn (48.6 m) under RR. and immediately left, avoiding right-hand road (48.7 m).
- 49.5 4.2 **CHEMUNG**; straight through.
- 50.2 0.7 Take the left-hand road, downgrade toward the river—water-bars (1909)—**caution** for sharp curves over wood bridge (51.5 m), and sharp left curve at foot of grade (54.5 m).
- 55.6 5.4 Village of **LOWMAN**, inscribed bowlder on the corner; turn left, crossing RR. (55.7 m). Continue straight ahead over iron bridge and dangerous RR. (56.5 m), bearing slightly right through 4-corners (56.7 m).
- 56.8 1.2 **WELLSBURG**; straight through, crossing iron bridge (57.0 m), RR. (57.7 m) and trolley (57.8 m). Leave trol-

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Complete

Route 363

Binghamton, N. Y., Section

leys to left (59.9 m), keeping straight ahead on macadam across iron bridge (60.5 m); pick up, cross (61.1 m) and follow trolley into Maple Ave., Elmira.

63.5 6.7 Bear right with car-tracks into S. Lake St., crossing long iron bridge over Chemung River.

63.6 0.1 **ELMIRA**, Lake & Water Sts.

Hotel Rathbun, Water & Baldwin Sts.

The Langwell, Market & State Sts.

Southern Tier Motor Co., 117 Main St.

La France Motor Car Co., Carroll & Fox Sts.

For city map and points of interest, see Elmira Section, page 579.

For diverging routes, see Index map, Elmira Section, page 577.

Route 363—Binghamton to Watkins Glen, N. Y.—70.1 m.

Route map, page 551

Reverse route, No. 406

Identical with the Binghamton-Elmira route for 24.3 miles, leaving same by turning north across the Susquehanna River into OWEGO, thence through Candor, Van Etten, Alpine and Odessa. Macadam to Owego—good dirt road greater part of the way, Owego to Watkins Glen.

MILEAGES

Total intermediate (For this and optional exits, see Binghamton city map, page 553.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | BINGHAMTON , Court House, center of city. Start west on Court St., crossing bridge over Chenango River (0.4 m); take care not to run straight ahead with the trolleys—a shorter but poorer way through Lestershire. |
| 0.5 | 0.5 | Turn first left beyond bridge into Front St. |
| 0.9 | 0.4 | Turn right into Riverside Drive—macadam—and follow same out of town, crossing RR. (3.9 m). |
| 4.3 | 3.4 | End of road; turn left across small iron bridge, following the trolley. Continue under RR. (4.9 m), crossing RR. (6.0 m); still with the car-line—avoiding 2 or 3 right-hand roads—through Endicott (9.2 m—pleasure park on left). |
| 9.5 | 5.2 | Leave trolley by turning left across long iron bridge over the Susquehanna River (9.6 m); cross RR. (9.9 m) to first right-hand road beyond. |
| 10.3 | 0.8 | VESTAL , country store on right; turn right with the main road, crossing iron bridge (10.8 m) and RRs. (11.5 m & 12.3 m). Cross 2 small bridges (15.9 m), straight ahead through small village of Apalachin (16.5 m). |
| 17.4 | 7.1 | Turn right over RR. bridge, following main road over RR. (20.8 m). |
| 23.6 | 6.2 | Avoid right-hand road (which crosses the RR.), by keeping to left on the main road, upgrade. |
| 24.3 | 0.7 | Leave the route to Elmira straight ahead by turning right across long iron bridge over D. L. & W. RR. and the Susquehanna River into Court St., Owego. |
| 24.5 | 0.2 | Jog right and immediately left across Front St.
For the Ahwaga House , turn right on Front St. to Church St. |
| 24.6 | 0.1 | OWEGO , Main St., head of Court St.
The New O-we-go, Main & Lake Sts.
Owego Motor Car Co., 58-62 Central Ave |

Turn right on Main St. and next left on North Ave.; cross RR. (24.9 m), and follow North Ave. out of town onto stretch of macadam.

- 26.3 1.7 Leave macadam by turning square left across iron bridge and RR. (26.4 m); pass **Catatunk P. O.** (on left—29.1 m), and continue on main road for several miles.
- 34.5 8.2 Turn left and cross iron bridge (34.6 m) into the main street of
- 35.1 0.6 **CANDOR** (route to Ithaca continues straight ahead).
At iron watering trough turn left; cross RR. (35.4 m) and continue straight ahead past several roads on right and left.
- 42.3 7.2 End of road; turn right across iron bridge and RR. (42.4 m), avoiding right-hand road (43.3 m) by continuing direct into
- 43.7 1.4 **Spencer**; straight through center of village—dangerous RR. crossing (44.2 m), at once ascending grade—direct into
- 47.0 3.3 **VAN ETTEN**; turn right at center of town, crossing iron bridge (47.2 m). Straight ahead past several roads on right and left, crossing iron bridge (51.3 m).
- 54.9 7.9 Turn left across RR. and iron bridge and immediately right along the valley.
- 56.1 1.2 Turn right across 2 old wood bridges and immediately left, crossing iron bridge (56.7 m).
- 56.9 0.8 **Cayuta**; straight through small village, crossing iron bridge (58.3 m).
- 58.4 1.5 Turn right, straight ahead across RR. (59.3 m), bearing right (59.5 m) into
- 59.9 1.5 **Alpine** (small village); turn left.
- 60.6 0.7 Fork; take the right-hand road, straight ahead through prominent 4-corners (62.3 m) and across RR. (63.5 m).
- 64.0 3.4 **Odessa**; turn right across iron bridge (64.1 m), following well-defined but winding road—downgrade.
- 66.9 2.9 Cross small iron bridge and at fork just beyond take the right-hand road (left leads to center of Montour Falls).
- 67.2 0.3 Turn right at park, bearing left across iron bridge (67.5 m) and RR. (67.6 m) to
- 67.8 0.6 End of road (meeting trolley); turn right, following tracks balance of way into S. Franklin St., Watkins Cross small iron bridge (69.7 m—entrance to the Glen over to the left).

70.1 2.3 **WATKINS GLEN**, Franklin & 4th Sts., center of town.

To reach the **Glen Springs**, turn left on 4th St., turning next right into Steuben St.; ascend steep grade to Glen Ave. (70.5 m), turning sharp left—sign—on road which winds through private grounds to the Glen Springs.

The Jefferson, 4th & Franklin Sts.

James J. Allen, Garage, 2nd & Franklin Sts

For local map, see Watkins Glen Section, page 610.

Routes 365 & 371

Binghamton, N. Y., Section

Route 365—Binghamton, N. Y., to Ithaca, N. Y.—53.5 m.

Route map, page 551

Reverse route, No. 431

Identical with the Binghamton-Elmira route for 24.3 miles, leaving same by turning north across the Susquehanna River into OWEGO, thence through Candor, Wilseyville and Danby, entering Ithaca by S. Aurora St. Good roads practically throughout—considerable State macadam.

MILEAGES
Total Intermediate

(For this and optional exits, see Binghamton city map, page 553.)

0.0 0.0 **BINGHAMTON**, Court House, center of city.

See Route No. 363—the Binghamton-Owego-Candor-Van Etten-Odesa line—for full running directions and distances through Vestal (10.3 m) and Owego (24.6 m) to

35.1 35.1 **CANDOR**, center of village.

Balance of this route not covered by the Blue Book car; directions in the main correct, but not specific at all points.

Leave the Watkins Glen route to left by keeping nearly straight ahead through center of town.

35.3 0.2 Cross bridge over creek, and at 4-corners immediately beyond turn left, straight ahead up the valley, crossing RRs. (39.0 m & 39.7 m).

40.1 4.8 **WILSEYVILLE**; turn left leaving the village, following main road along Danby Creek.

47.2 7.1 **Danby**; direct through small village to the southern edge of Ithaca. Descend steep grade (nearly one mile long) into Aurora St., which follow to center of

53.5 6.3 **ITHACA**, Aurora & State Sts.

Ithaca Hotel, State & Aurora Sts.

J. B. Lang Engine & Garage Co., 117 Green St.

For city map, see Ithaca Section, page 626.

For diverging routes, see Index map, Ithaca Section, page 625.

For through connections, see Trunk-line Index map, page 1B.

Route 371—Binghamton, N. Y., to Scranton, Pa.

Route map, No. 551

Reverse route, No. 372.

Main-traveled route through Kirkwood, N. Y., Great Bend, Hallstead, New Milford, Harford, Glenwood, Waverly and Providence (just above Scranton, Pa.); with notes of alternate Binghamton to Great Bend via Conklin and Corbettville. A picturesque and interesting run; with the corresponding return route, Scranton to Binghamton.

Just before going to press—spring, 1910—information reaches the Blue Book that the best way between Binghamton and Scranton during 1910 will be via Montrose, full details of which have not yet been compiled.

The roads on this trip vary from fair-to-good dirt (with a few pieces of macadam) to rough, stony stretches—hard traveling and dusty in very dry weather. Up and down grades are numerous, but none are really difficult; leaving Binghamton there are a few dangerous RR. crossings and several nearing Scranton; but for 35.2 miles (from 20.5 m to 55.7 m) the route is entirely free from them.

MILEAGES
Total Intermediate

(For this and optional exits see Binghamton city map, page 553.)

0.0 0.0 **BINGHAMTON**, Court House, Court St., business center.

Start east on Court St., following trolleys on brick pavement along Susquehanna River and RR.; turn left under RR. and immediately right (1 m) on macadam,

keeping straight ahead where ear-tracks leave to left (1.2 m). Avoiding left forks (2 m & 4 m), follow macadam to end of same (1908) at fork or 3-corners (4.9 m); here (leaving road to Windsor and Harpursville to left) curve right on good dirt road along RR.

Caution for right turn under RR. (8.7 m), straight ahead through Kirkwood, N. Y. (9 m); slow down for dangerous grade crossing, Erie RR. (10.4 m), descending 7%-8% grade (10.9 m). Direct—**caution** for another dangerous grade crossing, Erie RR. (13.1 m); cross iron bridges (over creek 13.8 m & over RR. 14.1 m) into town of

14.6 14.6 **GREAT BEND, PA.**

Straight ahead across RR. (14.8 m), curving right (15 m), over long iron bridge (Susquehanna River—15.2 m), thence direct through Hallstead (15.3 m), keeping right on main road at fork or 3-corners (17.1 m). **Caution** for main line D. L. & W. RR. crossing (17.3 m—flagman and gates); cross small iron bridges (19.5 m & 20.3 m), and main line tracks again (20.5 m) into

21.4 6.8 **NEW MILFORD.**

Go through, crossing iron bridge (21.5 m) and weak wood bridge (22.2 m); pass roads on right and left (23.2 m), ascending long winding grade with bad waterbars. At fork (24 m), keep to right down short 10% grade, shortly ascending long, steady grade—fine views; pass left-hand road (26.4 m), still upgrade, running into rough, stony stretch (1908).

Immediately after passing Fair Grounds (on right—28 m), descend long 12% grade, straight ahead through Harford (28.6 m); thence along fine valley, passing right-hand road by schoolhouse (31.5 m) and left-hand road by schoolhouse (33.8 m). Avoiding all right and left-hand roads, continue over weak wood bridge (38.6 m) through Glenwood (38.9 m) to left-hand road just beyond (39.1 m); here turn 90° left across iron bridge, keeping right at fork or 3-corners (40 m) over another iron bridge (40.1 m).

Ascend short 10%-12% grade, turning right (40.9 m) up rough, winding 10% grade, thence direct through hamlets of Fleetville (43.6 m) and Wallsville (45.2 m). Pass road on right (46.2 m), immediately crossing iron bridge at fork 9-10 mile beyond (47.1 m), keep right across another small bridge—rough and hilly but direct through hamlet of Waverly (49.2 m). Ascend long 6%-7% grade (50.1 m) through hamlet of Clarks Green (51.2 m), turning 90° right just beyond (51.3 m); pass brick school (on left—51.6 m), carefully descending 8% grade to trolley line at

Route 371

51.7 30.3 **CLARKS SUMMIT.**

Binghamton, N. Y., Section

Turn 90° left, following car-tracks on macadam down long 8% grade through Chinchilla (53.4 m) and through tollgate (54.1 m—15c toll); cross trolley (54.3 m), running carefully on winding good road along ravine. Continue over RR. tracks (55.7 m) onto rough downgrade, W. Market St., Providence, to intersection of N. Main Ave. (56.5 m—watering trough in road; marble bank building on left-hand corner).

[New entrance into Scranton, fall, 1909.]

Turn right with trolley on N. Main Ave. 0.4 m only.

56.9 5.2 (Take care not to pass—no sign, 1909); turn left at large wood building into Green Ridge St., crossing iron bridge (Lackawanna River—57.2 m)—caution for dangerous RR. (57.3 m).

57.5 0.6 Turn right into Sanderson St., crossing RR. (57.7 m).

57.9 0.4 (End of pavement on Sanderson St., 1909); turn left on Larch St., crossing RR. (58.0 m).

58.1 0.2 Turn right on Wyoming Ave., crossing RR. (58.3 m) and passing large brick factory (on right—58.4 m). Cross RR. (58.7 m) and continue straight ahead on Wyoming Ave. to

59.4 1.3 **SCRANTON**, Linden St. & Washington Ave.

Scranton Automobile Co., rear M. & M. Bank.

For reverse route, see next page.

For diverging routes, see Index map, Scranton Section, Vol. 3.

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Map showing routes through Scranton, Penna., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 372—Scranton to Binghamton, N. Y.—59.4 m.

Route map, page 551

Reverse route, No. 371

Main-traveled route through Providence (just above Scranton), Waverly, Glenwood, Harford, New Milford, Halstead and Great Bend, Pa., and Kirkwood, N. Y.; with notes of alternate, Great Bend to Binghamton via Corbetsville and Conklin. A picturesque and interesting run.

Just before going to press—spring, 1910—information reaches the Blue Book that the best way between Scranton and Binghamton during 1910 will be via Montrose, full details of which have not yet been compiled.

The roads on this trip vary from fair-to-good dirt (with a few pieces of macadam) to rough, stony stretches—hard traveling and dusty in very dry weather. Up and down grades are numerous, but none are really difficult; leaving Scranton there are several dangerous RR. crossings, and a few nearing Binghamton, but for 35.2 miles (from 3.4 to 38.6 m) the route is entirely free from them.

MILEAGES
Total Intermediate (For this and optional exits, see Scranton city map, opposite.)

0.0 0.0 **SCRANTON**, Spruce St. & Wyoming Ave.

Start nearly east on Wyoming Ave., straight ahead across RR. (0.7 m); pass brick factory (on left—1.0 m), direct across RR. (1.1 m).

1.3 1.3 (End of good pavement, 1909); turn left on Larch St., crossing RR. (1.4 m).

1.5 0.2 End of Larch St.; turn right on Sanderson St., crossing RR. (1.7 m).

1.9 0.4 Turn left on Green Ridge St.—dangerous RR. crossing (2.1 m), then straight ahead across iron bridge (Lackawanna River—2.2 m).

2.5 0.6 End of Green Ridge St.; turn right on N. Main Ave., following trolley on brick pavement to marble bank at central 4-corners, Providence (2.9 m).

(Balance of this route not revised, 1909.)

Turn left—still with trolleys—upgrade on rough dirt road—W. Market St., crossing RR. (3.4 m); at fork (3.7 m), keep to right on improved road along ravine across trolley (4.8 m) and through tollgate (5 m—15c toll). Continue direct through Chinchilla (5.7 m) to fork of 3-roads (6.2 m); here curve left with car-tracks up long 8% grade (7.2 m) to 4-corners by small park (on left).

7.4 7.4 **CLARKS SUMMIT.**

Leaving car-tracks straight ahead, turn 90° right upgrade past brick school (on right—7.5 m) to end of road (7.8 m); turn left—but not sharp left—through hamlet of Clarks Green (7.9 m), thence on rough dirt road, down long varying grades (8.6 m) to 4-corners, Waverly (9.9 m). Go through, but at fork just beyond (10 m), keep to left of church, curving also left (11 m) across small iron bridge (12 m); cross iron bridge (12.9 m), straight ahead through 4-corners (Wallsville—13.9 m) to hamlet of Fleetville (15.5 m).

Direct through on rocky road, carefully descending long 10% grade with waterbars and sharp curves; at end of road (18.2 m) turn left down 10%-12% grades, crossing iron bridge at foot of hill (19 m) to fork or 3-corners

just beyond. Here curve left, straight ahead over another iron bridge (20 m), turning right at end of road just beyond through Glenwood (20.2 m); cross weak wood bridge (20.5 m), direct up picturesque valley past all side roads.

Keep right on main road at fork (23.3 m), avoiding both left fork and right-hand road (24.8 m); pass right-hand road leading downhill (26.6 m), up 10% grade (29.3 m), keeping right on main road at white church (30.3 m) to cannon, Hartford (30.5 m). Curve slightly right, but keep left on main road at fork just beyond (30.6 m) up long 10%-12% grade; reaching summit (31 m), run straight ahead past Fair Grounds (on left—31.1 m)—very rough and stony road in spots, but fine views.

Descend long grade, passing road to right (32.7 m); ascend short 10% grade (34.7 m), curving left (35.1 m) and immediately right down more 10% grades with bad waterbars. Pass roads on right and left (35.9 m), straight ahead across weak wood bridge (36.9 m) and iron bridge (37.6 m) into the center of

37.7 30.3 **NEW MILFORD**, small village.

Good dirt and macadam balance of way (1908) to Binghamton.

Direct through, crossing main line D. L. & W. RR. (38.6 m) and iron bridge (38.8 m); continue through 4-corners (39.5 m) and over small iron bridge (39.6 m), curving right on main road at frame school (41.6 m). Again cross main line D. L. & W. RR. (41.8 m—flagman and gates), passing right-hand road (42 m); thence direct along RR. into Hallstead (43.8 m). Straight ahead across long iron bridge (Susquehanna River—43.9 m), curving left (44.1 m) over RR. track (44.3 m) through

44.5 6.8 **GREAT BEND, PA.**

Run through, crossing RR. bridge (45 m) and bridge over creek (45.3 m)—caution for main line crossing, Erie RR. (46 m); thence up 7%-8% grade (48 m), over 3 tracks Erie RR. (48.7 m) into Kirkwood, N. Y. (50.1 m). Caution for right turn under RR. (50.4 m) and immediately left along same, curving left (54.2 m) onto macadam, skirting the Susquehanna River and RRs. Picking up trolleys (from right—57.9 m), follow same, curving left under RR. (58.1 m); thence on Court St.—brick pavement—to center of

59.1 14.6 **BINGHAMTON**, Court House, Court St.

The Bennett, State, Washington & Henry Sts.

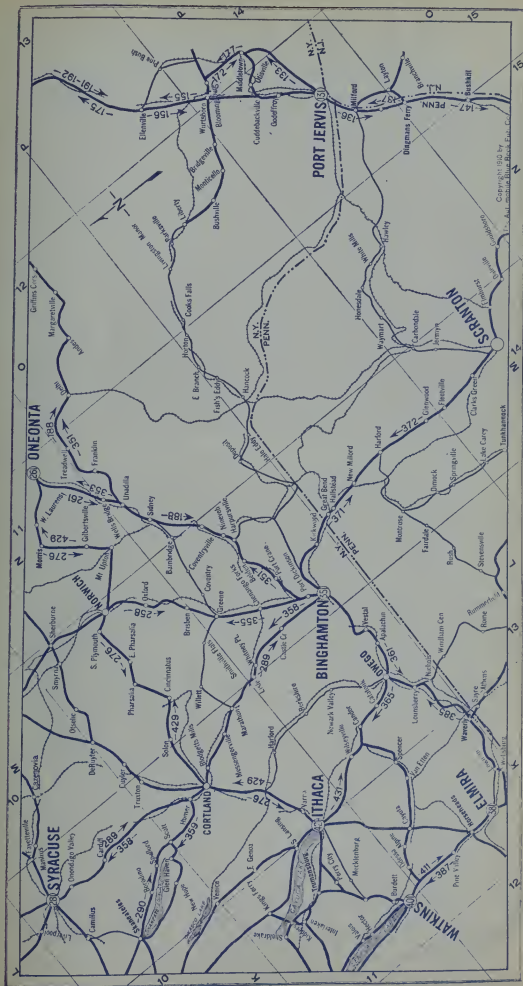
The Arlington, Chenango & Lewis Sts., opposite RR. stations.

Binghamton Motor Car Co., 172 State St.

For city map, see Binghamton Section, page 553.

For diverging routes, see Index map, Binghamton Section, page 551.

For through connections, see Trunk-line Index map, page 1B.



ELMIRA GRAPHIC INDEX MAP

HOTEL RATHBUN ELMIRA, N. Y.



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Hot and
cold water
and tele-
phone in
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HOTEL LANGWELL Headquarters Elmira Automobile Club ELMIRA, NEW YORK

Garage, one block from hotel. 100 rooms, hot and cold water, 50 rooms, private baths.
Fireproof. Cuisine excellent. Maps and Routes cheerfully given.

J. A. & J. H. CAUSER, Proprietors

Ithaca Hotel, Ithaca, N. Y., Under Same Management

At ELMIRA, N. Y., Go to Southern Tier Motor Co.

GUY W. SHOEMAKER, Prest.

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Best accommodations for and special attention to Tourists
Fireproof Garage All Supplies Quick Repairs
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Official Garage A. C. A. and Blue Book—Open all Night—Electric Sign

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New, concrete fireproof construction, two floors 100x80 with all conveniences
and everything up-to-date. Full Line of Supplies and Fine Repair Shop.

LA FRANCE MOTOR CAR CO., ELMIRA, NEW YORK
Corner Carroll and Fox Streets One Block from Lake Street

ELMIRA, N. Y., SECTION

ROUTES 381 TO 400

Route 381—Elmira to Buffalo, N. Y.—160.2 m.

Route map, pages 577 & 665.

Reverse route, No. 467

Main traveled route via CORNING, Bath, Dansville, GENESEO, AVON, Caledonia, Leroy and BATAVIA. Macadam more than half way, and gradually extending; the balance mostly good country road; with frequent fine scenery. Many dangerous RR. crossings.

MILEAGES

Total Intermediate

0.0 0.0 **ELMIRA**, Water & Main Sts.

Start north on Main St., following the trolley.

0.4 0.4 Leave Main St., by bearing left with trolley into Park Place, which runs into College Ave. (0.7 m).

2.0 1.6 Take care not to run past West Side Ave. (roadhouse on right-hand corner); turn right with spur line of trolley, running under RR. (2.1 m). Turn left immediately beyond, through **Eldridge Park**; at end of park (2.4 m), turn left into Grand Central Ave.—the main thorofare

Map of the Principal routes into, through and out of Elmira, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

In Case of ACCIDENT or FIRE

Call on us and we will furnish you expert service in preparing your ACCIDENT reports, proofs of loss and in making adjustments. We are specialists in LIABILITY and AUTO-MOBILE insurance of all kinds.

FREDERICK C. TOMLINSON

111 West Water Street

ELMIRA, N. Y.

Telephones: Day call, Bell No. 120. Night call, Bell No. 70

Route 381

Elmira, N. Y., Section

- north from the city. Continue straight ahead across RR. (3.2 m), taking care not to run through prominent 4-corners where heavy telegraph lines cross (5.0 m just before coming to village of Horseheads).
- 5.0 3.0 Turn left with one line of wires, passing under RR. and crossing RR. (5.4 m); cross more RRs. (5.7 m, 6.5 m & 7.3 m).
- 8.0 3.0 End of road; turn square left with macadam.
- 8.6 0.6 End of road; turn left across RR. bridge, and immediately turn right, following macadam through village of Big Flats (11.5 m).
- 14.2 5.6 **Special caution** for dangerous crossing of two trunk-line RRs. at **East Corning** station. Cross RR. (17.3 m) and long iron bridge (17.4 m); picking up trolleys (17.8 m), follow them on E. Market St.—stone block pavement.
- 18.6 4.4 **CORNING**, center of city.
Corning Automobile Co. Garage, 9 East Tioga Ave.
 Go through on W. Market St. to the farther end of the business center.
- 19.0 0.4 Turn sharp right upgrade; across bridge over RR. (19.1 m) and long iron bridge (19.2 m) into Bridge St.
- 19.4 0.4 Turn left with the trolley into Poultney St.; when tracks leave to right, keep straight ahead across RRs. (20.2 m & 21.0 m).
- 21.2 1.8 **PAINTED POST**; straight through, past **Indian Monument** in center of road. Cross RR. (21.8 m), iron bridge (21.9 m) and RR. (22.0 m).
- 22.2 1.0 3-corners; bear slightly left on the main road, crossing long low iron bridge (23.2 m).
- 24.2 2.0 **Coopers**; straight ahead through small village, crossing RR. (24.6 m), iron bridge (24.7 m) and RR. (24.8 m).
- 24.9 0.7 Fork; bear right on the main road, crossing RRs. (25.5 m & 25.6 m).
- 26.8 1.9 End of road; turn right across iron bridge, turning left immediately beyond, straight ahead across RRs. (29.0 m & 29.1 m).
- 29.4 2.6 **Campbell**; direct through small village, crossing RRs. (32.5 m & 33.4 m).
- 33.9 4.5 **Savona**; straight through small village, crossing iron bridge (34.0 m). Avoid right-hand road (34.1 m) by following main road across RRs. (34.8 m & 36.0 m); descend long grade, crossing iron bridge (36.7 m).
- 37.2 3.3 3-corners; bear right on the main road, across RR. (39.6

<p>NEW YORK 2002 Broadway</p> <hr/> <p>BOSTON 685 Boylston St.</p> <hr/> <p>FACTORIES New Haven, Conn.</p>	<p>Bragg Stitched Tires <small>PATENTED</small> CAPABLE OF GREAT MILEAGE</p>
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The Jackson Health Resort

Dansville, N. Y.

The place to stop en route.

Rest and have one of the famous Moliere Baths and go your way rejoicing. FINE GARAGE

- m), keeping to right with the macadam (39.7 m), into Steuben St.,
- 40.4 3.2 **BATH**, park on left.
- Straight through on Steuben St., running into West Morris St. (40.7 m).
- 41.4 1.0 Fork; avoid left-hand road (which leads to Soldiers' Home), by keeping straight ahead on the main road. Cross RR. (42.7 m) and pass left-hand road just beyond (leading across iron bridge).
- 44.2 2.8 **KANONA**; straight through small village, crossing RRs. (45.0 m & 45.6 m).
- 46.0 1.8 End of road; turn left and immediately curve right. Cross RR. (46.4 m) and pass left-hand road (46.6 m, leading across iron bridge).
- 48.4 2.4 Cross RR. at center of **AVOCA**, and continue straight through the town. Cross iron bridge (51.6 m).
- 56.0 7.6 **COHOCTON, P. O.** on right; turn left at central 4-corners, crossing RR. (56.3 m) and iron bridge and RR. (56.4 m).
- 56.6 0.6 3-corners; bear right—leaving road to Hornell on the left.
- 58.4 1.8 Fork; take the right-hand road—sign, "Dansville."
- 60.4 2.0 Avoid right-hand road leading downgrade, following main road over narrow stretch along edge of foothills—bad in wet weather—through prominent 4-corners (61.4).
- 61.6 1.2 Fork; take the left-hand road—sign, "Dansville" (right-hand road goes to Wayland). Cross 2 small bridges (62.6 m & 62.7 m), following main road with telegraph poles; cross RR. (64.4 m) and bridge over RR. (64.7 m).
- 64.8 3.2 **Perkinsville**; straight through small village, avoiding right-hand road. Cross bridge over RR. (66.2 m). same thoroughfare becoming Main St.,
- 69.0 4.2 **DANSVILLE**, center of village.

For the **Jackson Health Resort**, turn left on William St. or Perine St.; the building may be seen on the hillside, over to the right.

Straight through on Main St.; cross iron bridge (72.8 m), avoiding right-hand road leading uphill (73.1 m), by

The Stanley, Geneseo, N.Y.

Special attention given to Auto and Commercial Travelers. Local and Long Distance Phones. Fine Garage. J. M. Stanley, Propr.

following main highway along the valley. Cross RR. (75.4 m) and bridge over RR. (75.7 m), immediately descending long grade—fine views!

- 77.1 8.1 **Groveland**; straight through small village, crossing RR. at Groveland station. Pass right-hand road (80.2 m) and continue straight ahead to
- 83.6 6.5 End of road; turn left and next right (83.7 m, leaving road to Mt. Morris straight ahead).
- 87.7 4.1 Fork nearing Geneseo; bear right with best road, along stone wall (on right).
- 87.8 0.1 Turn left into Main St.
- 87.9 0.1 **GENESEO**; fountain in center of street.
The Stanley, Main St.
 Straight through center of town on Main St.
- 88.1 0.2 Bear right at Court House into the Avon Road, following the macadam for several miles, passing under RR. (95.7 m) to
- 96.4 8.3 Prominent 4-corners nearing Avon; ignore garage sign (pointing straight ahead, 1909), by turning right, passing under RR. (96.6 m).
- 96.8 0.4 End of road; turn left, passing the **St. George Hotel** (on right—97.1 m).
- 97.2 0.4 **AVON**, village park on right.
 Route to Rochester via East Avon and Henrietta turns right (east) at the park.
For Batavia and Buffalo, turn left—downgrade—crossing RR. (97.4 m) and iron bridge (98.0 m). Cross RR. at **Nova station** (99.0 m); ascend grade and run through prominent 4-corners (99.4 m), straight ahead on main road across RR. (104.1 m).
- 104.3 7.1 **CALEDONIA**, Soldiers' Monument, center of town.
 Turn square left; cross RRs. (105.8 m & 106.4 m), and continue straight ahead through **Lime Rock** (107.9 m).
- 111.3 7.0 **LEROY**; cross stone viaduct and run straight ahead through center of the town, crossing RRs. (111.9 & 115.0 m).
- 115.6 4.3 **Stafford**; straight through small village, crossing bridge over RR. (118.5 m)—**special caution** for dangerous 4-track RR. crossing (119.6 m). Again cross RR. (120.1 m), picking up (120.2 m) and following trolleys to center of

121.2 5.6 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

For the alternate way from Batavia to Buffalo via Corfu and Bowmansville—2.5 miles shorter and equally good except for a relatively short stretch in or after wet weather—see separate head, in connection with the Rochester-Buffalo route, No. 441. By setting odometer at 0 at center of Batavia to correspond with that route, full running directions and odometer mileages will be had all the way into Buffalo.

For the usual route to Buffalo, continue straight ahead through the city, past Fair Grounds (on right—122.0 m). Pass right-hand road (122.1 m—sign, "Oakfield 6½ m") crossing iron bridge (124.9 m—Tonawanda Creek).

127.6 6.4 **E. Pembroke**; straight through, crossing RR. (130.4 m—poor view on right).

134.2 6.6 **Pembroke**; direct through small village.

142.1 7.9 **CLARENCE**; straight through, crossing RRs. (142.2 m & 144.2 m)—road from Lockport comes in from the right (147.9 m).

150.4 8.3 **WILLIAMSVILLE**; straight through suburban village, picking up trolleys (which are followed balance of way into Buffalo). Pass under RR. (150.9 m), and continue through two small settlements (Snyder and Eggertsville; speed traps, 1909). Run under RR. and cross tracks (155.3 m); cross bridge over RR. (156.3 m) and Humboldt Parkway of the Buffalo Park system (156.9 m).

159.6 9.2 **Teck Theatre Bldg.** on right. (**Automobile Club of Buffalo** on 2nd floor).

160.2 0.6 **BUFFALO**, Main & Court Sts. (Lafayette Park and Monument on left).

Iroquois Hotel, Main & Eagle Sts.

Lafayette Hotel, Lafayette Sq.

Hotel Statler, Washington & Swan Sts.

Hotel Touraine, Delaware Ave. & Johnson Park.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

For city map, see Buffalo Section, page 667.

For diverging routes, see Index map, Buffalo Section, page 665.

For through connections, see Trunk-line Index map, page 1B.

Route 383—Elmira to Rochester, N. Y.—117. 5 m.

Route map, page 577

Reverse route, No. 455

Main-traveled route via **CORNING**, **BATH**, Dansville, and **GENESEO** to **AVON**, thence through East Avon and West Henrietta, entering Rochester by Mt. Hope Ave., Clarissa St., Plymouth Ave. and W. Main St. Macadam greater part of the way—balance mostly good dirt road.

MILEAGES
Total Intermediate (For this and optional exits, see Elmira city map, page 579.)
0.0 0.0 **ELMIRA**, Water & Main Sts.

See Route 381—the Elmira-Buffalo line—for full running directions and complete mileages through **Corning** (18.6 m), **Bath** (40.4 m), Dansville (69.0 m) and **Genesee** (87.9 m) to

Route 383

Elmira, N. Y., Section

97.2 97.2 **AVON**, St. George Hotel.

There is another route from Avon to Rochester via Canawaugus and Scottsville, entering Rochester via Genesee St. and West Ave.; but the line given in the following paragraphs—via East Avon and West Henrietta—is (1909) the better of the two.

Leave the Buffalo route by turning right at concrete watering trough, southwest corner of the village park.

- 97.3 0.1 At southeast corner of park, turn left and next right on the direct road east.
- 99.3 2.0 **E. AVON** (cross-roads); turn left, straight ahead, keeping slightly right through 4-corners (101.9 m). Cross RR. (104.6 m) and iron bridge (105.0 m)—caution for half-hidden RR. (105.5 m)—direct into
- 108.8 9.5 **W. Henrietta**; direct through small village on unmistakable macadam, shortly coming to view of Rochester and environs. Cross RRs. (111.9 m & 112.7 m), straight ahead past Fair Grounds (on left—114.7 m); pick up trolley (from left—114.8 m), and follow them into Mt. Hope Ave., Rochester. Leaving trolleys to right (115.3 m), continue straight ahead past Mt. Hope Cemetery (on left), rejoining tracks (115.7 m).

Tourists whose destination is some point east of the Genesee River on Main St., may find it worth while to refer to the Rochester city map, page 487, for outline of the alternate route into Rochester via South Ave.

- 116.3 7.5 Turn left with trolleys into Clarissa St., crossing iron bridge over the Genesee River, passing first right-hand street beyond the river (Exchange St.).
- 116.5 0.2 Turn right into Plymouth Ave.—asphalt, no trolleys; keep to right of park (116.7 m), following Plymouth Ave. across canal bridge (117.3 m).
- 117.4 0.9 W. Main St. & Plymouth Ave.—**Hotel Rochester** on right-hand corner; turn right on W. Main St.
- 117.5 0.1 **ROCHESTER**, Main, State & Exchange Sts.

Hotel Seneca, Clinton Ave., near Main St.

Powers Hotel, Main & State Sts.

Whitcomb House, Main St. & Clinton Ave.

Carleton Garage, Cortland St., near Seneca Hotel.

C. L. Whiting, 591 Main St. E., **Stock Michelin Tires**.

For city map, see Rochester Section, page 641.

For diverging routes, see Index map, Rochester Section, page 639.

For through connections, see Trunk-line Index map, page 1B.

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See page 14

Route 385—Elmira to Binghamton, N. Y.—63.6 m.

Route map below.

Reverse route, No. 361

Main-traveled line through Wellsburg, Chemung and Waverly, skirting the lower edge of OWEGO; thence through Appalachin and Endicott, entering Binghamton by Riverside Drive and Front St., crossing the Chenango River into Court St. Macadam greater part of the way; numerous dangerous RR. crossings.

MILEAGES
Total Intermediate (For this and optional exits, see Elmira city map, page 579.)

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | ELMIRA , Water & Lake Sts. Start south on Lake St., crossing long iron bridge over the Chemung River. |
| 0.1 | 0.1 | Fork; bear left with trolleys into Maple Ave., which is followed out of town. Cross and leave trolley to right (2.5 m), keeping straight ahead over iron bridge (3.1 m); pick up trolley (3.7 m), crossing and leaving tracks to left (5.8 m). Cross RR. (5.9 m) and iron bridge (6.6 m). |
| 6.8 | 6.7 | WELLSBURG ; straight through center of village, bearing slightly left through 4-corners (6.9 m). Keep to left over dangerous RR. (7.1 m) and iron bridge, again crossing RR. (7.9 m). |



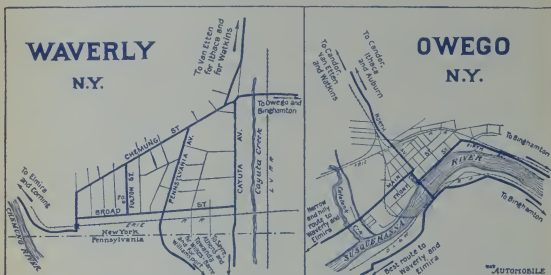
Map of the main-traveled route between Elmira and Binghamton, following the Susquehanna River the greater part of the way.

- | | | |
|------|-----|---|
| 8.0 | 1.2 | End of road, LOWMAN ; turn right (inscribed boulder on corner at the turn). Cross wood bridge (12.1 m) and ascend grade with bad waterbars, picking up trolley (from right—13.5 m). |
| 14.1 | 6.1 | CHEMUNG ; straight through small village. |
| 15.0 | 0.9 | Caution for sharp right turn under RR. and immediately left. |
| 18.3 | 3.3 | End of road; turn left over RR. bridge and immediately right into Broad St., Waverly. |
| 18.6 | 0.3 | WAVERLY ; Broad & Fulton Sts., business center. Straight through on Broad St. 2-10-mile only. |
| 18.8 | 0.2 | Leaving trolley, turn left on Pennsylvania Ave. |
| 19.2 | 0.4 | Meeting trolley again, turn right on Chemung St., following tracks 2-10-mile only. |
| 19.4 | 0.2 | Fork; leave trolley (which bears to right) by keeping straight out of town on main road. Continue through irregular 4-corners at East Waverly (19.7 m); cross iron bridge (19.8 m) and RR. (19.9 m)—special caution for 2 atrocious RR. crossings (23.5 m). |
| 25.7 | 6.3 | BARTON ; straight through small village. |
| 26.7 | 1.0 | Turn left under RR. and immediately right. |

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Elmira, N. Y., Section

- 28.4 1.7 **SMITHBORO**, central 4-corners; turn right over RR. and dangerous RR. (28.5 m). Pay 25c toll (28.6 m) and cross long iron bridge over the Susquehanna River.
- 28.7 0.3 Turn left at south end of bridge; follow along the river, crossing RR. (29.4 m).



Map showing routes through Owego and Waverly, N. Y.

- 30.5 1.8 **NICHOLS**; straight through. Cross iron bridge (30.8 m) and RR. (31.1 m).
- 33.7 3.2 **LOUNSBERRY**; direct through small village. Cross iron bridge (34.5 m), curving sharp right (35.6 m); cross RR. (36.5 m) and continue on narrow road along RR.
- 38.2 4.5 End of road; turn left and immediately right with the best road, crossing iron bridge (38.6 m).
- 39.0 0.8 End of road; turn left and immediately right, avoiding left-hand road which leads downhill.
- 39.3 0.3 **OWEGO** (on opposite side of the Susquehanna River); through trips without stop do not cross. (For center of Owego—the **Ahwaga**; the new **O-we-go**, or to make connections for Watkins Glen or Ithaca, turn left across the Susquehanna at this point). For Binghamton, continue straight ahead; cross RR. (42.8 m) and bridge over RR. (46.2 m), bearing left immediately beyond.
- 47.1 7.8 **APPALACHIN**; straight through small village. Cross 2 bridges (47.7 m) and RRs. (51.3 m & 52.1 m) to
- 53.3 6.2 End of road, **VESTAL**, country store on left; turn left, crossing RR. (53.7 m). Keep to left (53.8 m) across long iron bridge (54.0 m) over the Susquehanna River.
- 54.1 0.8 End of road; turn right, straight ahead through Endicott (54.4 m). Cross RR. (57.6 m)—caution for dangerous

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Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Elmira, N. Y., Section

Route 387

- right turn under RR. (58.7 m); care should now be taken not to run past right-hand road 6-10-mile beyond.
- 59.3 5.2 Immediately after crossing iron bridge, turn right, leaving trolleys (straight ahead through Lestershire is a shorter but poorer way). Cross RR. (59.7 m), following the macadam into Riverside Drive, Binghamton.
- 62.7 3.4 End of Riverside Drive; turn left into Front St.
- 63.1 0.4 Meet trolleys, turn right and follow same across bridge over the Chenango River into Court St.
- 63.6 0.5 **BINGHAMTON**, Court House on right, center of city.

The Bennett, State, Washington & Henry Sts.

The Arlington, Chenango & Lewis Sts., opposite RR. stations.

Binghamton Motor Car Co., 172 State St.

For city map, see Binghamton Section, page 553.

For diverging routes, see Index map, Binghamton Section, page 551.

For through connections, see Trunk-line Index map, page 1B.

Route 387—Elmira to Watkins Glen, N. Y.—23.2 m.

Route map, page 577

Reverse route, No. 411

Out Lake, Church and Main Sts., Park Place and College Ave., turning right through Eldridge Park and running north on Grand Central Ave. Roads average fair through Horseheads, Pine Valley and Montour Falls into S. Franklin St., Watkins; frequent RR. and trolley crossings, and numerous small bridges.

MILEAGES
Total Intermediate (For this and optional exits, see Elmira city map, page 579.)

- 0.0 0.0 **ELMIRA**, Water & Lake Sts. Start north on Lake St.; pass Court House (on right), taking care not to run past Church St. (just beyond the Court House).
- 0.3 0.3 Turn left from Lake St. into Church St.; pass P. O. (on left—0.4 m), and cross RR. (0.5 m).
- 0.6 0.3 Intersection of Main St. (brick church on the corner); turn right on Main St. (trolleys).
- 0.9 0.3 Fork; bear left with car-tracks into Park Place, which runs into College Ave. (1.2 m). Continue straight out College Ave. 1.3 m, taking care not to run too far.
- 2.5 1.6 West Side Ave. (road-house on right); turn right with spur line of trolley, running under RR. (2.6 m). Turn left immediately beyond, through **Elbridge Park**; at end of park (3 m), turn left into Grand Central Ave.—the main thorofare north from the city. Continue straight ahead, crossing RR. (3.9 m) and running through prominent 4-corners (5.7 m, where main route to Corning and west turns left).
- 6.4 3.9 End of road entering Horseheads village; turn right on Franklin St.
- 6.5 0.1 **HORSEHEADS**; turn left, following the trolley. Cross RR. (6.6 m), turning left over RR. tracks (6.9 m) and immediately right—up the valley, mostly good dirt road.
- 10.9 4.4 **PINE VALLEY**; straight through—caution for dangerous RR. (12.3 m). Pass under RRs. (12.6 m & 12.8 m) and cross trolley (13.2 m).

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Elmira, N. Y., Section

- 13.8 2.9 **MILLPORT**; straight through. Cross trolley (13.9 m & 14.1 m) and ascend hill; cross iron bridge (16.2 m)—**caution** for sharp curves next two miles, with interurban trolley crossing on bridge (19.4 m).
- 19.9 6.1 Fork (brick building—Cook Academy—with tower on right); take the left-hand road—Owego St.
- 20.4 0.5 **MONTOUR FALLS**; immediately after crossing bridge, turn left; follow the trolley, crossing RR.
- 20.5 0.1 Turn right with the trolley, following tracks balance of way into S. Franklin St., Watkins. Cross small iron bridge (22.8 m—entrance to the Glen over to the left).
- 23.2 2.7 **WATKINS GLEN**, Franklin & 4th Sts., center of town.

To reach the **Glen Springs**, turn left on 4th St., turning next right into Steuben St.; ascend steep grade to Glen Ave. (23.6 m), turning sharp left—sign—on road which winds through private grounds to the **Glen Springs**.

The Jefferson, 4th & Franklin Sts.

James J. Allen, Garage, 2nd & Franklin Sts.

For local map, see Watkins Glen Section, page 610.

For diverging routes, see Index map, Watkins Glen Section, page 609.

For through connections, see Trunk-line Index map, page 1B.

Route 391—Elmira to Wellsboro, Pa.—Three Routes.

(1) *Via Corning and Tioga*; (2) *via Millerton and Tioga*, and (3) *via Roseville and Mansfield*. Not revised for 1910—general directions and approximate distances only.

1. VIA CORNING AND TIOGA, THE LONGEST BUT BEST WAY.

From any point in lower Main St., center of city, keep north on Main St. to left bend through Park Place into College Ave. Bear right into College Ave., straight out past State Reformatory (on left), again bearing right across Erie RR. At first cross-road beyond turn left, and recross same RR., bending right to West Junction (North Elmira).

Here turn left, and keep straight ahead over Erie & D., L. & W. RRs.; at end of road bear left, recrossing RRs. and continuing through Big Flats. Straight ahead over two more RR. crossings (use care!) and follow Chemung River past Gibson; thence over bridge, winding into Market St.,

CORNING

18 miles from Elmira

Corning Automobile Co., 9 E. Tioga Ave.

From Market St. turn right over RR. and across bridge over river; two blocks west turn with trolley to Poultney St., and straight ahead to Painted Post (20½ miles), at junction of Tioga and Cohocton Rivers. Cross and recross RR. to forks, where take left across Cohocton River, following along west bank of Tioga River, crossing RR. to Erwin (26 miles).

Turn left across Canisteo River—at its confluence with Tioga River—and follow Tioga River south (upstream) through Presho and Lindley (31 miles). Cross Pennsylvania State line, through Lawrenceville, Pa., (33½ miles); go over bridge and RR., following same and Tioga River to

Elmira, N. Y., Section
TIOGA

Route 391
39½ miles from Elmira

Turn right (west) passing under N. Y. C. & H. R. RR. to fork, where take left and keep with RR. through Hammond (44½ miles) and Middlebury (50½ miles). Continue with RR. across same at Stokesdale Junction, passing through Stokesdale and with east branch of Pine Creek (upstream) direct along Antrim branch of N. Y. C. & H. R. RR., entering on Tioga St., direct into Main St.,

WELLSBORO

57 miles from Elmira



Wellsboro is an important route center in Northern Pennsylvania. It is the expectation of the Blue Book to develop this section for the 1911 edition.

2. VIA MILLERTON AND TIOGA, THE MIDDLE ROUTE.

From Main St., center of city, take either of the routes shown on city map, across bridge over Chemung River into Pennsylvania Ave., which keep straight out to Southport (3 miles). Take right fork following Seely Creek, crossing same and Erie RR. at Wells (6½ miles) and follow east side of creek through Webb Mills.

Cross Pennsylvania State Line to fork; take right following RR. along Hammond Creek through Millerton, Pa. (12 miles), Trowbridge 15 miles) and Jackson Summit (17½ miles) to Tioga Junction. Here turn left along east bank of Tioga River, crossing same into

TIOGA

23½ miles from Elmira

Go west straight ahead away from river, under N. Y. C. & H. R. RR., and follow directions given in the route immediately preceding to

WELLSBORO

41 miles from Elmira

NO. 3. VIA ROSEVILLE AND MANSFIELD, SHORTEST ROUTE.

Follow route 2, next above described, to fork just across Pennsylvania State line. Here take left, continuing up Seely Creek to French

HAVOLINE
OIL
 FOR AUTOMOBILE LUBRICATION

See
 Page 12



Route 395

Elmira, N. Y., Section

Mills, Pa. (11½ miles) (on some maps Wells). Take right fork up west branch of Seely Creek, direct road through Daggett's Mills (13½ miles) and Job's Corners (15 miles), striking Painter Run ½ mile below Roseville (sign "20 miles to Elmira"). Follow down Painter Run one mile, bear left across same and Elk Run, up short but fairly steep hill, bearing left down long slope into

MANSFIELD

26½ miles from Elmira

Cross Tioga River and go straight ahead over winding but plain road to East Charleston. Turn left into road leading direct down to Cherry Flats Road and down valley along Antrim Branch of N. Y. C. & H. R. RR. Enter on East Ave. (sometimes called State St.), turning left into Main St., center of

WELLSBORO

39 miles from Elmira

For diverging routes, see Index map, page 577.

Route 395—Waverly, N. Y., to Wilkes-Barre, Pa.—90.0 m.

Route map, page 577

Reverse route, No. 396

Crossing State Line almost at once into Pennsylvania, through Athens, TOWANDA, Wyalusing, Laceyville, Meshoppen, TUNKHANNOCK, Beaumont, Dallas, LUZERNE and Kingston, crossing the Susquehanna River into Market St., Wilkes-Barre.

As a scenic highway this route has no superior—and scarcely a rival—in the State of Pennsylvania; the superb views are so numerous that separate mention of them in the text would be monotonous. It is almost one continuous panorama of valleys, rivers and mountains—the latter predominating; in fine weather the trip is well worth taking, and once taken, is not easily forgotten.

The real mountains are entered just below Towanda, and for most of the way from that city to well below Tunkhannock, it is a succession of long steep climbs and long steep descents, where extreme care is essential to safety. There are a few isolated stretches of macadam or otherwise improved road, but the aggregate of these is but a small proportion of the total mileage. Gasoline capacity should be ample to carry at least from Towanda to Tunkhannock, though in emergency supplies can be purchased in some of the larger intermediate towns.

MILEAGES
Total Intermediate

(For other exits see Waverly street map, page 586.)

0.0 0.0 **WAVERLY, N. Y.**, Broad & Fulton Sts., business center.

Start nearly east on Broad St., crossing Penna. Ave. (0.1 m).

0.3 0.3 Turn right on Spaulding St., across bridge over RR.

0.6 0.3 Just before coming to RR., turn left and right (0.7 m), passing under RR. and turning left (0.8 m).

0.9 0.3 Fork (telegraph poles both ways); take the right-hand road—with the lighter poles—into Keystone Ave., picking up trolley (from right—1.1 m). Pass Keystone Park (on right), straight ahead when trolleys leave to left (1.7 m); rejoining tracks (2.1 m), follow same through West Sayre, crossing RR. at Athens station (on right—3.2 m) into Main St.,

3.6 2.7 **ATHENS, Penna.**; straight ahead through the town, passing library (on right—4.0 m).

4.2 0.6 Turn right on Tioga St., crossing iron bridge (Chemung River—4.3 m).

- 4.5 0.3 Turn left with macadam along RR. (on right); cross RR. (5.4 m), and continue straight ahead across several small bridges. Road now starts down the valley, beginning a series of fine views, which are characteristic of this trip to its end.
- 11.7 7.2 **Ulster**; straight through small village, ascending and descending various grades.
- 15.3 3.6 Turn sharp left over small bridge.
- 17.3 2.0 End of road; turn right, shortly bearing left across iron bridge (17.6 m). Same thoroughfare becomes York Ave., which runs directly into Main St.,
- 19.7 2.4 **TOWANDA**, center of city.
Manville Garage, Bridge St. near Main St.
- 19.8 0.1 Turn left (brick bank on corner); go through long old covered bridge (Susquehanna River—20.0 m).
- 20.1 0.3 End of bridge; pass under RR. and immediately turn right, straight ahead across iron bridge (21.2 m).
- 22.4 2.3 **WYSOX** (very small village); jog right and immediately left, straight ahead through long covered bridge (23.2 m). Road is now more direct—up and down various grades (some dangerous at speed).
- 26.6 4.2 **Standing Stone**; straight through small mountain settlement.
- 28.8 2.2 Fork; take the right-hand road, winding downgrade (29.4 m).
- 29.5 0.7 **Rummerfield**; cross iron bridge at small mountain settlement, and begin ascent of steep grade with waterbars.
- 30.5 1.0 (**Rummerfield Mountain** straight ahead); turn right—sign, “Wyalusing”, up and down various grades with waterbars.
- 31.5 1.0 Fork; keep to right on main road, curving sharp right at foot of grade (32.7 m). Follow along the valley, passing right-hand road.
- 36.6 5.1 **WYALUSING**; turn right across iron bridge onto short stretch of macadam (1909). Cross RR. (36.9 m), keeping straight ahead through macadam cross-road (37.1 m) on stretch of bad dirt road (1909). Cross RR. (37.9 m)—caution for bad left curve (40.0 m), shortly coming to magnificent view. Pass right-hand road (41.7 m, leading to Kenney’s Ferry)—caution (43.9 m) for steep downgrade with bad waterbars, crossing small bridge into
- 44.0 7.4 **LACKEYVILLE**; straight through center of town curving right (44.7 m).
- 44.8 0.8 (Do not cross RR.); just after passing Skinner’s Ferry P. O., turn left between the RR. and high cliffs—special caution for nearly-hidden RR. crossing (47.5 m).
- 47.7 2.9 Farm-house in fork; take the right-hand road—narrow and still between RR. and cliffs—caution for sharp left (50.4 m).

Route 395

Elmira, N. Y., Section

- 50.9 3.2 3-corners; bear right—sharp left at foot of grade (51.2 m).
- 52.3 1.4 End of road; turn right.
- 52.4 0.1 **MESHOPPEN**; straight through center of town, crossing iron bridge.
- 52.5 0.1 Public reading room in fork; take the left-hand road—up steep grade (fine views).
- 53.8 1.3 Avoid right-hand road by keeping nearly straight ahead down steep grade—**caution** for very dangerous left at foot (54.3 m); ascend corresponding grade, straight ahead on stony road to
- 55.3 1.5 Prominent fork (grove in the angle).
[**Special care is essential at this point to avoid the right-hand road, which leads down a very dangerous hill and requires a return over the same road.**]
- 55.3 0.0 **Take the left-hand road**, straight ahead through 4-corners at Russell Hill (P. O. and school on left—56.1 m).
- 57.2 1.9 Begin **very dangerous descent** into “Dark Hollow”—good control essential; ascend lesser grade (57.8 m), straight ahead into
- 61.4 4.2 **TUNKHANNOCK** (brick hotels on opposite corners); turn right, crossing RRs. (61.5 m & 61.6 m), and large iron bridge (61.7 m).
- 63.4 2.0 Turn left—sign, “Wilkes-Barre”—across iron bridge and immediately right, straight ahead past 2 right-hand roads leading across iron bridges (64.4 m & 66.3 m). Continue on narrow road along Bowman Creek—sharp left curve (68.3 m).
- 68.5 5.1 Fork; keep to right—automobile club sign—crossing iron bridge (68.7 m). Pass country store and P. O. (on left—69.9 m); cross wood bridge (70.8 m)—sharp left turn through covered bridge (72.6 m).
- 72.8 4.3 3-corners (small village of **Bowman Creek**); turn left.
- 74.6 1.8 **Beaumont**; straight through small village.
- 74.9 0.3 Avoid prominent left-hand road and also pass right-hand road (leading to Harvey Lake), by keeping nearly straight ahead.
- 77.3 2.4 3-corners (Kunkle); turn left, straight ahead on rough, stony road, through prominent 4-corners (80.0 m).
- 80.5 3.2 Cross RR. at **Dallas station**, crossing trolley and (80.7 m) join macadam road which comes down from Harvey Lake.
This macadam is very winding, but is followed all the way into Luzerne.
- 81.9 1.4 Cross trolley at **Fern Brook station** and immediately bear right with the macadam. Cross trolley (83.4 m), and continue through point of several roads (83.9 m); cross trolley and small bridge (84.1 m), crossing trolley (85.6 m) into Main St., Luzerne.

Elmira, N. Y., Section**Route 396**

- 86.6 4.7 Turn left with trolley across iron bridge and RR.
 86.9 0.3 **LUZERNE**; turn right with trolley from Main St. into Bennett St.—brick pavement, crossing RRs. (87.3 m & 87.4 m).
 87.7 0.8 Turn right from Bennett St. into Wyoming Ave.—brick pavement.
 88.8 1.1 End of road (**Kingston Corners**); turn left with one line of trolley, straight ahead across iron bridge (Susquehanna River—89.8 m), into W. Market St., Wilkes-Barre.
 89.9 1.1 **Sterling Hotel** (on left), corner River St.
 90.0 0.1 **WILKES-BARRE**, Public Square, business center.

Wyoming Valley Motor Car Co., 35 N. Washington St.

Robert Johnson, Garage, 12 N. Main St.

Wilkes-Barre Automobile Co., 40 No. Main St.

For city map, see page 162.

For diverging routes, see Wilkes-Barre Section, Vol. 3.

Route 396—Wilkes-Barre to Waverly, N. Y.—90.0 m.

Route map, page 577

Reverse route, No. 395

Crossing the Susquehanna River into Kingston, thence through LUZERNE, Dallas, Beaumont, TUNKHANNOCK, Meshoppen, Laceyville, Wyalusing, TOWANDA and Athens, crossing the State line into Waverly.

As a scenic highway this route has no superior—and scarcely a rival—in the State of Pennsylvania; the superb views are so numerous that separate mention of them in the text would be monotonous. It is almost one continuous panorama of valleys, rivers and mountains—the latter predominating; in fine weather the trip is well worth taking, and once taken, is not easily forgotten.

The real mountains are entered before reaching Tunkhannock, and for most of the way from that city to Towanda, it is a succession of long, steep climbs and long, steep descents, where extreme care is essential to safety. There are a few isolated stretches of macadam or otherwise improved road, but the aggregate of these is but a small proportion of the total mileage. Gasoline capacity should be ample to carry at least from Tunkhannock to Towanda, though in emergency supplies can be purchased in some of the larger intermediate towns.

MILEAGES
 Total Intermediate (For this and optional exits see Wilkes-Barre city map, page 162.)

- 0.0 0.0 **WILKES-BARRE**, Public Square, business center.
 Start west on W. Market St., following trolleys across long iron bridge (Susquehanna River—0.2 m).
 1.2 1.2 Turn right with one car-line into Wyoming Ave.—brick pavement.
 2.3 1.1 Turn left with one line of trolley into Bennett St., crossing RRs. (2.6 m & 2.7 m).
 3.1 0.8 **LUZERNE**; turn left with car-line from Bennett St. into Main St., bearing right (3.2 m).
 3.4 0.3 Turn left with trolley across RR. and iron bridge, crossing (4.4 m) and leaving car-tracks to left.
 5.5 2.1 Fork; bear right on main-traveled road, crossing RR. (5.9 m).

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES
 AND ALL CONNECTIONS.
GRAPHIC TRUNK-LINE CHART
 FOR LAYING OUT AN
 EXTENDED TOUR USE

Route 396

Elmira, N. Y., Section

- 6.1 0.6 Point of several roads; bear right (without turning square right). Cross trolley (6.6 m), and follow direct but winding macadam road.
- 8.1 2.0 Bear left across trolley at **Fern Brook station**.
- 9.3 1.2 Leave best road (which goes to Harvey's Lake) to left by taking the right-hand road. Cross trolley and RR. at **Dallas station** (9.5 m), straight ahead through prominent cross-road (10.0 m).
- 10.1 0.8 Fork; bear right on the main road—rough and stony (1909).
- 12.7 2.6 3-corners (Kunkle); turn right—sign, "Beaumont 3 m".
- 13.6 0.9 Fork; keep to left—sign, "Beaumont."
- 15.4 1.8 **Beaumont**; straight through small village.
- 16.5 1.1 Fork; bear left, sign, "Bowman Creek."
- 17.2 0.7 3-corners, **Bowman Creek**; turn right, through covered bridge (17.4 m), with sharp turn beyond. Cross wood bridge (19.2 m), and continue past country store and P. O. (on right, 20.1 m) to
- 21.2 4.0 Fork; bear right—sign, "Tunkhannock," crossing iron bridge (21.3 m)—sharp right curve (21.7 m). Continue on narrow road along the creek, passing two roads (on left—23.7 m & 25.6 m), with bridges leading across the stream.
- 26.5 5.3 Turn left across iron bridge, turning first right beyond (26.6 m). Continue straight ahead across large iron bridge (28.3 m) and RRs. (28.4 m & 28.5 m).
- 28.6 2.1 **TUNKHANNOCK** (brick hotels on opposite corners); turn left—straight ahead out of town, avoiding two right-hand roads (29.7 m & 32.2 m). At once descend grade into and through "Dark Hollow," with very steep climb out of the hollow.
- 32.8 4.2 Avoid left-hand road (leading to Vosburg), by keeping to right on main road—straight ahead through **Russell Hill P. O.** and wood school on left, 33.9 m).
- 34.6 1.8 Keep to right on main road, shortly descending (caution) steep grade into another "hollow," with sharp right turn at foot (35.7 m), steep climb out of the hollow. Continue on main road—up and downgrade, descending grade into
- 37.6 3.0 **MESHOPPEN**; cross iron bridge.
- 37.7 0.1 Turn left (just beyond center of town).
- 38.1 0.4 Fork; keep to left along the RR.
- 39.1 1.0 3-corners; bear left on main road, crossing several small

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

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bridges, and following narrow road between cliffs and RR.—caution for half-hidden RR. (42.5 m).

- 45.2 6.1 End of road; turn right, past Skinner's Ferry P. O. (on right).
- 45.3 0.1 Curve left on main road into
- 46.0 0.7 **LACEYVILLE**; straight through the town; ascending very steep grade with bad waterbars.
- 47.9 1.9 Fork; keep to left on main road, passing left-hand road (48.3 m, which leads to Kenney's Ferry). Continue straight ahead on rough, stony road (1909), curving sharp right (50.0 m). Cross RR. (52.1 m) and run onto stretch of macadam (52.9 m); cross RR. (53.1 m) and iron bridge into
- 53.4 5.5 **WYALUSING**; turn left on winding road, passing left-hand road (55.0 m)—direct, sharp curves and various grades—to
- 59.5 6.1 End of road (Rummerfield Mountain on right); turn left, ascending and descending grades with waterbars.
- 60.5 1.0 Cross iron bridge and pass **Rummerfield P. O.** (on left).
- 63.4 2.9 **Standing Stone**; direct through small mountain settlement, driving carefully along stream.
- 65.8 2.4 Avoid right-hand road by keeping slightly left upgrade; pass right-hand road (66.5 m), straight ahead through old covered bridge (66.8 m).
- 67.6 1.8 **WYSOX**; jog right and immediately left, straight ahead across iron bridge (68.8 m).
- 69.9 2.3 Turn left under RR., immediately crossing old covered wood bridge (Susquehanna River).
- 70.2 0.3 Turn right on Main St.
- 70.3 0.1 **TOWANDA**, center of city.

Manville Garage, Bridge St., near Main St.

Continue through center of town on Main St.
- 70.5 0.2 Fork; keep to left on York Ave., which follow out of the city, crossing iron bridge (72.4 m).
- 72.7 2.2 Turn left—sign, "Ulster."
- 73.0 0.3 Fork; take the right-hand road.
- 74.7 1.7 At fork or 3-corners immediately after crossing small wood bridge, keep to the right—up and down grade (waterbars).
- 78.3 3.6 **ULSTER**; straight through small village, crossing several small bridges—dangerous RR. (84.6 m).
- 85.5 7.2 End of road; turn right with macadam into Tioga St. Athens. crossing iron bridge (Chemung River, 85.7 m).

The other
man is glad
to hear it



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Elmira, N. Y., Section

- 85.8 0.3 End of Toga St.; turn left on Main St.—now with the trolleys.
- 86.4 0.6 **ATHENS**; straight through the business center, crossing RR. at Athens station (86.8 m), and following trolleys until tracks leave (to right—87.9 m). At fork immediately beyond keep to left on Keystone Ave.—ignoring further course of trolleys.
- 89.1 2.7 End of Keystone Ave.; turn left and next right and again left.
- 89.3 0.2 Pass under RR. and immediately turn left and next right into Spaulding St., Waverly.
- 89.7 0.4 Cross bridge over RR. and turn next left on Broad St., following trolley.
- 90.0 0.3 **WAVERLY**, Broad & Fulton Sts., business center.

Connection is made at this point with the Binghamton-Elmira route for Elmira and points west; see Index map, page 577.

Route 398—Elmira to Williamsport, Pa.—75 m.

Route map, page 577

Reverse route, No. 39C

Via Southport, N. Y., Gillett, Columbia Cross-roads, TROY, CANTON, Roaring Branch and Cogan Valley station, Pa. Variable roads—a few stretches of macadam; frequent grades and occasionally a narrow stretch along foothills, where careful driving is required. Many dangerous RR. crossings.

MILEAGES		(For this and optional exits, see Elmira city map, page 579.)
Total	Intermediate	
0.0	0.0	ELMIRA , Main & Water Sts. Start south on Main St.; cross long iron bridge over the Chemung River and continue straight ahead on South Main St. (brick pavement).
0.7	0.7	Turn diagonally right with trolleys on Pennsylvania Ave.; when tracks leave (to left—1 m), continue straight ahead.
1.8	1.1	3-corners; bear right with the main road, following heavy telegraph lines.
2.2	0.4	SOUTHPORT , roadhouse on the corner; turn left. Cross iron bridges (2.3 m & 2.8 m), and RR. (3 m).
3.3	1.1	Turn left under Northern Central RR., which is followed more or less closely all the way to Williamsport. Ascend grade, shortly crossing the State Line into Pennsylvania. Cross RR. and iron bridge at Fassett's station (8.0 m), following telegraph poles on main road.
11.4	8.1	GILLETT ; direct through small village. Cross iron bridge (12.5 m) and pass right-hand road (12.8 m); cross RRs. (13.5 m & 15.3 m), and iron bridge (17.7 m).
18.5	7.1	Turn left across small bridge, turning right with main road (18.6 m) across RR.
20.0	1.5	COLUMBIA CROSS-ROADS ; straight through small village. Cross RR. (23.4 m).
23.5	3.5	Turn right across iron bridge; cross another iron bridge (23.8 m), running through Elmira St. into Main St., Troy.
24.3	0.8	TROY , iron watering trough, center of town; turn left from Main St. into Canton St. (new macadam, 1909). Avoid all right and left-hand roads, crossing RR. at Canton station (34.5 m) into Troy St.

- 34.8 10.5 **CANTON**, iron watering trough, center of town; turn right into Towanda St., on short stretch of macadam. Cross RR. (36.5 m), passing left-hand road at Grover station (38.0 m), then on narrow and poor road—**caution** for dangerous ledge (43.3 m) between creek (on left, below) and foothills (on right).
- 44.6 9.8 End of road at country store; turn left, crossing iron bridge (44.7 m).
- 44.8 0.2 End of road at Roaring Branch village (country store on left); turn left across iron bridge and RR. and immediately turn right. **Caution** for dangerous RR. (45.3 m); cross RR. switch (45.5 m), and iron bridges (45.6 m & 46.7 m). Cross RRs. (47.1 m & 47.7 m); cross iron bridge (48.1 m) and pass under coal mine RR. (48.8 m).
- 49.1 4.3 **RALSTON**; straight through. Pass under logging RR. (50.6 m) and avoid left-hand road (50.8 m) by keeping straight ahead on narrow and winding road—**caution** for curves in deep gully (53.8 m). Pass left-hand road and iron bridge leading to Bodine village, running straight ahead past Bodine station (on left)—road rough.
- 56.9 7.8 Cross small old wood bridge and immediately turn sharp left over RR.
- 57.3 0.4 Turn left over iron bridge, and immediately right, running along Lycoming Creek.
- 59.9 2.6 Turn right across long iron bridge, bearing left immediately beyond, past Trout Run station (on right). Cross iron bridge (60.1 m) and RRs. (60.2 m, 61.2 m & 62.6 m).
- 63.5 3.6 Turn left—sign, "Coogan"—over RR. at Powy's station; cross iron bridge (63.6 m), and continue along the river. Pass Coogan Valley station (on right—66.0 m)—macadam balance of way to Williamsport; cross concrete bridge on curve (66.5 m) and RRs. (66.7 m & 67.4 m).
- 67.7 4.2 Turn right across long iron bridge, curving right with macadam (68.7 m) over RR. (69.0 m).
- 69.1 1.4 Cross iron bridge and immediately turn right with the macadam, following along the river.
- 70.4 1.3 Cross iron bridge—**caution** for bad left curve over RR. (70.5 m), coming into Race St., Williamsport. Cross 2 RRs. (72.1 m), taking care not to run through next 4-corners.
- 72.2 1.8 Turn left from Race St. into Erie Ave., crossing RR. and iron bridge (72.3 m).
- 72.7 0.5 Trolleys divide; keep straight ahead, past large brick school (on right).
- 73.1 0.4 Turn right with car-tracks on Cemetery St.
- 73.2 0.1 End of Cemetery St.; turn left on W. 4th St. Cross RR. (73.4 m) and pass park (on left—74.2 m), following W. 4th St. to center of
- 75.0 1.8 **WILLIAMSPORT**, W. 4th & Pine Sts. City map, p. 164. Rothfuss Garage, 245 W. 3rd St.

Route 398A

Elmira, N. Y., Section

Route 398A—Williamsport to Wilkes-Barre, Pa.—83.4 m.

Route map, page 577

Reverse route, No. 39B

Out East 3rd St., through Montoursville, **MUNCY**, Pine Summit, Millville, **BLOOMSBURG**, **BERWICK**, Shickshinny and Nanticoke. Mostly fair-to-good mountain and valley roads, with occasional bad spots. A few stretches of macadam—especially through some of the towns on the Wilkes-Barre end.

THIS ROUTE IS GIVEN HERE AS A CONVENIENCE TO USERS OF THIS BOOK MAKING THE "EMPIRE TOUR."

A picturesque and interesting trip, running along the west branch of the Susquehanna River through Montoursville to Muncy, where a left turn is made, and as short a course taken across to Bloomsburg as the nature of the country will permit. At Bloomsburg the north branch of the Susquehanna is met, and followed practically all the way to Wilkes-Barre with one intermediate crossing (West Nanticoke to Nanticoke).

MILEAGES (For this and optional exits, see Williamsport city map, page 164.)
Total Intermediate

- | | | |
|------|-----|---|
| 0.0 | 0.0 | WILLIAMSPORT , Court House, 3rd & Pine Sts.
Start east on E. 3rd St., following trolleys on brick pavement under RR. (0.9 m), shortly running into macadam. |
| 4.0 | 4.0 | Turn right with trolleys across long iron bridge. |
| 4.6 | 0.6 | MONTOURSVILLE ; direct through, keeping straight ahead from end of car-line (5.1 m, 1909). Cross 2 RRs. at Halls station (on right—10.2 m), passing—immediately beyond the RRs.—left-hand road which goes to Eaglesmere. |
| 12.3 | 7.7 | Curve right through covered bridge, direct into Main St., Muncy. |
| 13.3 | 1.0 | MUNCY , Main & Water Sts.
Turn square left into Water St., which follow all way out of town, passing through prominent 4-corners (14.8 m—iron bridge on left), and through covered bridge (15.9 m). |
| 16.1 | 2.8 | Fork; take the right-hand road—sign, "Pine Summit 10 m." |
| 17.1 | 1.0 | CLARKSTOWN ; straight through small village, following the creek. |
| 18.5 | 1.4 | Bear right through covered bridge, onto stretch of narrow road between hills and the creek—bad in wet weather. Ascend grade with waterbars (19.5 m); from top (20.0 m), descend corresponding grade, running through covered bridge at foot (20.4 m). |
| 21.0 | 2.5 | Curve sharp left, then right through covered bridge, straight ahead past right-hand road (21.2 m). |
| 21.7 | 0.7 | Pass left-hand road (leading uphill), by keeping to right on main road—sign, "Pine Summit 5 m." Cross concrete bridge (21.8 m) and wood bridge in woods (22.2 m), straight ahead through 4-corners (22.8 m). |
| 24.1 | 2.4 | Fork: keep to left along the creek—avoiding right-hand road (which leads to Whitehall). |

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Route 398A

- 27.3 3.2 End of road, **PINE SUMMIT** (a few houses only); turn right.
- 27.7 0.4 End of road; turn left and next right (27.8 m).
- 28.0 0.3 3-corners; keep to right on best road—down winding grade. Cross iron bridge (30.0 m) and covered bridge (30.1 m) to
- 30.9 2.9 End of road; turn right, passing pond on right.
- 31.3 0.4 **IOLA**; straight ahead through very small village.
- 32.5 1.2 **MILLVILLE**; direct through the town.
- 33.1 0.6 Fork; keep to right on main road, following telegraph poles.
- 34.3 1.2 Fork; again keep to right on main road, following telegraph poles. Cross RR. and go through covered bridge (35.6 m); continue through another covered bridge (36.4 m), and immediately cross RR., direct through a third covered bridge (37.0 m)—road narrow but mostly good.
- 30.0 4.7 Turn left with main road through covered bridge and across RR. (39.2 m); cross RR. (40.5 m), bearing left and then right through covered bridge (40.6 m). Again cross RR. (41.0 m), and wood bridge on bad curve (41.1 m).
- 41.1 2.1 At fork immediately beyond the wood bridge leave left-hand road and the wires by taking the right-hand road along the creek. Same thoroughfare becomes Iron St., which follow to intersection of Main St., center of
- 42.5 1.4 **BLOOMSBURG**; turn left on 2nd St., following the trolley.
- 42.6 0.1 Turn right with trolley on East St., following the carline across RR. (42.9 m)—now along the North Branch of the Susquehanna River, which is followed balance of way into Wilkes-Barre.
- 43.0 0.4 Fork; take the left-hand road—Birch St.—following the trolley into the Berwick Road.
- 45.2 2.2 **ESPY**; direct through small village, crossing trolley 3 times and RR. once in next 3 miles.
- 52.2 7.0 Cross stone bridge and continue through small settlement of **Bear Creek**. Leaving trolley (to left—52.5 m), continue straight ahead into W. Front St.; rejoin trolley (54.2 m) and follow same through **West Berwick**, crossing RR. (54.7 m).
- 55.0 2.8 **BERWICK**; straight through center of town and out E. Front St.—caution for very steep descent (57.1 m) and dangerous grade crossing (57.9 m).

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Route 398 B

Elmira, N. Y., Section

- 58.2 3.2 Straight through small settlement (**Beach Haven**), crossing RR. (58.8 m), and follow main road along the river for several miles. Cross coal mining RR. (65.2 m), passing right-hand road (65.3 m—with long covered bridge leading across to Moeanaqua).
- 65.6 7.4 **SHICKSHINNY**; straight through center of city on Main St., gradually bearing right with the river.
- 71.5 5.9 Cross iron bridge (**Hunlock Creek station** on right), and immediately run into macadam (1909).
- 74.5 3.0 Cross iron bridge, straight through **West Nanticoke**.
- 75.1 0.6 (See long iron bridge over to the right); turn right—country store on right-hand corner at the turn—immediately crossing RR. Pay 15c toll (75.2 m), and cross long iron bridge (North branch, Susquehanna River). From end of bridge (75.5 m), continue straight across RR. (75.7 m) into Broadway.
- 75.9 0.8 **NANTICOKE**, end of Broadway; turn left on East Main St., following trolley. When tracks leave to left (76.4 m) continue straight ahead on macadam; cross trolley (76.8 m), and pass under RR. (78.1 m), ascending long grade.
- 80.4 4.5 Turn left over bridge and RR., then straight ahead across RR. (80.9 m); picking up trolley just beyond, follow same along Carey Ave., Wilkes-Barre, bearing right with Carey Ave. and trolleys (81.4 m). When tracks leave to right on Hanover St. (81.6 m), continue straight ahead across RR. (81.9 m).
- 82.3 1.9 End of Carey Ave.; turn right on Academy St.
- 82.5 0.2 At Central M. E. Church on left-hand corner, turn left into S. Franklin St.
- 83.3 0.8 **W. Market & Franklin Sts.** For the **Sterling Hotel**, turn left at this point to W. Market & River Sts.
- 83.4 0.1 **WILKES-BARRE**, Public Square, business center.
Wyoming Valley Motor Car Co., Garage, 35 N. Washington St.
Robert Johnston, Garage, 12 Main St.
Wilkes-Barre Automobile Co., Garage, 40 N. Main St.
 For city map, see page 162.

Route 398B—Wilkes-Barre to Delaware Water Gap, Pa.— 63.6 m.

Route map, page 577

Reverse route, No. 39A

THIS ROUTE IS GIVEN HERE AS A CONVENIENCE TO USERS OF THIS BOOK MAKING THE "EMPIRE TOUR."

Out South Main St. to Ashley and over the Ashley Boulevard to BEAR CREEK station; thence via Blakeslee, Pocono Lake, Pocono Summit, Swift-water, Bartonsville and STROUDSBURG.

Road Conditions: The direct exit from Wilkes-Barre to the south and east is greatly interfered with by Wilkes-Barre ("Giant's Despair") Mountain—one of the worst grades on any main-traveled route in the United States, including over a mile of 15% upgrade, with diabolical "S-turns" en route. The Blue Book does not consider it advisable for the average tourist to use the route over the mountain either way, and for that reason has substituted therefor the longer way through Ashley.

This is made more feasible than formerly by the completion of considerable macadam on what is come to be generally known as the "Ashley Boulevard."

Elmira, N. Y., Section

Route 398 B

There are frequent stiff grades this way, and some dangerous RR. crossings, but it is much safer than over the mountain, and on a clear day the views are surprising. Farther down the line there is a stretch of 14.1 miles excellent macadam, which stretch covers a large part of the Pocono resort section, then rough but not difficult for last 18.7 miles.

MILEAGES Total Intermediate

(For optional exits, see Wilkes-Barre city map, page 162.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | WILKES-BARRE , Public Square, center of city. Start southwest on S. Main St., passing P. O. (on right—0.3 m). |
| 1.2 | 1.2 | Leave trolley to right by bearing left across RR. and immediately right past Vulcan Iron Works (on right). Continue on S. Main St.—macadam—crossing iron bridge over RR. (2.0 m). |
| 2.5 | 1.3 | 4-corners; turn left with the macadam, past cemetery (or left), keeping left on main-traveled road (2.7 m). Descend grade— caution for dangerous RR. viaducts (3.2 m & 3.3 m); cross bridge over creek and RR. (3.6 m—Ashley shops over to the right). |
| 3.7 | 1.2 | Cross RR. and turn right, upgrade. |
| 3.8 | 0.1 | End of road; ASHLEY ; turn right on Main St., which follow 2-10 mile only . |
| 4.0 | 0.2 | After passing Ashley High School (on left), turn square left on macadam—the new Ashley Boulevard —road well defined, but with several very sharp curves—mostly on grades or along deep ravines, and dangerous at speed. |
| 4.4 | 0.4 | “Horse-shoe” curve left across bridge over RR. (4.5 m). |
| 5.7 | 1.3 | Sharp right curve across concrete bridge, then up winding grade 9-10 mile long. Cross bridge over RR. at Ashley Plains —end of macadam (1909); then straight ahead under RR. (7.0 m)— special caution for very dangerous RR. crossing at bad angle (7.3 m). Cross RR. at Fairview station (7.7 m); just beyond take the right-hand road downgrade— caution for very dangerous passage under RR. (7.9 m). |
| 8.0 | 2.3 | Turn left at Fairview Hotel, past Fairview School (on right), crossing RR. at Penobscot station (8.7 m). |
| 8.7 | 0.7 | End of road immediately beyond the RR.; turn right, crossing iron bridge (8.8 m). Pass right-hand road (10.2 m, which crosses the RR.), keeping straight ahead over RR. track at Glen Summit (10.3 m), and through cross-roads (10.7 m—summer cottages on the left). |
| 10.8 | 2.1 | Leave private road (straight ahead), by turning left on main-traveled road, which follow past Crystal Lake (on left). Keep gradually to left to |
| 15.6 | 4.8 | 3-corners (at this point the shorter way up Giant's Despair Mountain comes in from the left); turn right. following main road—“S-curves” (17.0 m). Ascend and descend various grades, with frequent fine views— caution for downgrade (18.9 m) with bridge and RR. crossing at foot. |
| 19.1 | 3.5 | Cross bridge and RR. at Bear Creek station ; straight ahead past right-hand road just beyond (which leads to |

Route 398 B

Elmira, N. Y., Section

- White Haven). Curve left (19.3 m), beginning (19.7 m) long ascent; continue on main road up and down several grades, road gradually becoming poor and rough.
- 27.6 8.5 **Caution** for downgrade with iron bridge at foot (**Stoddardsville** on maps, but no town); curve right from the bridge, winding road to
- 29.6 2.0 **Blakeslee**; straight through small village.
- 30.8 1.2 (**Take care not to pass**); leave road straight ahead by turning left (schoolhouse on corner at the turn).
- 34.2 3.4 **Caution** for sharp right curve with macadam, straight ahead across RRs. (35.5 m & 36.0 m). Cross iron bridge over Pocono Lake (36.4 m)—**dangerous RR. crossing** (36.8 m—view obstructed); pass left-hand road (37.2 m, leading into hotel grounds), by following the macadam, bearing left with same (37.5 m). Cross small bridge (37.8 m), curving right over RR. (38.6 m), past icehouses (on left).
- 39.6 5.4 Turn right over RR. at **Naomi Pines station**.
- 39.8 0.2 Fork (macadam both ways); take the left-hand road, straight ahead across RR. (41.4 m).
- 43.3 3.5 **Pocono Summit**; just before coming to RR. station turn right, straight ahead past left-hand road (44.6 m, which leads across to Mt. Pocono and the **Montanescas**).
- 45.2 1.9 Fork; take the left-hand road (right-hand is private road). Continue on main road, descending grade; cross stone bridge (47.1 m) with sharp right curve beyond meeting road which comes down from Seranton (by reverse fork—47.3 m).
- 47.5 2.3 **Swiftwater**; cross iron bridge and follow main road up and down various grades.
- 49.8 2.3 **Scott's Run**; straight through small mountain village.
- 51.7 1.9 Curve left, passing Tannersville Hotel (on right—52.3 m).

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Map of principal routes into, through and out of Stroudsburg, Penna., corresponding to directions for entering and leaving given in the Blue Book routes.

- 53.4 1.7 Curve sharp left and right (53.5 m, between house and barn), up and down rough grades.
- 54.7 1.3 **Bartonsville**; at hotel on corner turn left, descending grade (55.1 m)—road now direct all the way into Stroudsburg. Avoid 2 or 3 left-hand roads, bearing slightly right (59.5 m) into N. 9th St.
- 59.7 5.0 Meeting trolley turn left, following tracks on Main St.
- 59.8 0.1 **Indian Queen Hotel** (on left).
- 59.9 0.1 **STROUDSBURG**, Main & 7th Sts.

Turn right on 7th St., crossing viaduct over creek and RR. into Park Ave., keeping left with trolley at point of several roads (60.4 m).

- 60.5 0.6 Turn right and almost immediately left up long grade—fine views—sharp curves and waterbars; from top (61.2 m), descend corresponding grade, passing prominent right-hand road (62.0 m).

- 62.9 2.4 Meeting trolley, turn right and follow same.

- 63.2 0.3 **Glenwood Hotel** on hill over to the right.

The left-hand road immediately before the iron bridge named in the next item (63.3 m) leads to Milford, Dingman's Ferry and Port Jervis, without going all the way to the Water Gap.

- 63.3 0.1 Cross iron bridge (Cherry Creek), passing stores on right and left.

- 63.6 0.3 **DELAWARE WATER GAP**, prominent fork.

Right-hand road (square right turn) leads uphill 4-10 mile to the **Water Gap House**.

Right fork leads to **Kittatinny Hotel**, and along the Delaware River (to Hackettstown and New York, or to Easton and Philadelphia).

Left-hand road leads to D. L. & W. RR. station.

Route 398C—Delaware Water Gap, Pa., to New York City —79.3 m.

Route map, page 1B

Reverse route, No. 39

Via the west side of the Delaware River to PORTLAND and Myers Ferry, crossing there to Delaware, N. J., and down the east side River Road, gradually turning east through HACKETTSTOWN and over SCHOOLEY'S MOUNTAIN to Chester, MORRISTOWN and Springfield to NEWARK, thence across the Meadows by the Turnpike to the Hudson Co. Boulevard and through Jersey City to the Twenty-third St. ferry.

THIS ROUTE IS GIVEN HERE AS A CONVENIENCE TO USERS OF THIS BOOK MAKING THE "EMPIRE TOUR."

Roads from Delaware Water Gap to Morristown vary from the best macadam to narrow dirt stretches; but on the whole it is a good and picturesque trip. The only severe grades are up and down Schooley Mountain; though rough and winding, these are safely negotiated hundreds of times each year, and the surface has been improved, especially on the eastern face of the "Mountain." All macadam Morristown to Newark—numerous cities and towns with strict speed ordinances; mostly poor, heavily-traveled road Newark to Jersey City.

MILEAGES

Total Intermediate (The starting point for the mileages on this route is indicated by a circle on the local map of Delaware Water Gap, page 158.)

- 0.0 0.0 **DELAWARE WATER GAP**; start nearly south on the main-traveled road along the Delaware River.
- 0.5 0.5 **Hotel Kittatinny** (on left). Continue on the one road—greatly improved by concrete walls along the water's edge; cross iron bridge at **Slateford** (3.4 m), and RRs (4.3 m & 5.2 m) into

Route 398C

Elmira, N. Y., Section

- 5.3 4.8 **PORTLAND** (hotel on right), depot (on left).
 Straight through, across RR. (5.4 m); leave trolleys and Easton road (to right—5.5 m) by following along the river. Cross RRs. (5.7 m & 5.8 m), turning short left (8.2 m) to
- 8.2 2.9 **MYERS FERRY, PENNA.—N. J.**
 This ferry is an old-fashioned flat boat, attached by cable to a wire stretched across the river. Runs practically throughout the year and can carry two cars; charges average 25c.
 Leaving ferry, run straight ahead under RR. (8.5 m).
- 8.6 0.4 End of road, **DELAWARE** (white church on right); turn right, straight ahead $\frac{1}{2}$ -mile.
- 9.1 0.5 End of road (**caution**); turn right, under stone RR. culvert, and immediately left on poorer road along the Delaware River.
- 11.8 2.7 **Slow down** for dangerous passage under stone RR. viaduct, then straight ahead through diagonal cross-road (12.2 m) to
- 12.5 0.7 End of road, meeting the Belvedere-Hackettstown road.
For Hackettstown and Morristown, turn left, avoiding left-hand road (12.8 m) by keeping slightly right across iron bridge.
- 14.2 1.7 **BRIDGEVILLE**; direct through small village.
- 14.4 0.2 Avoid right-hand road (which crosses bridge), by keeping slightly left on main road; bear right (15.3 m) into
- 15.4 1.0 **BUTTZVILLE**, small hotel on left-hand corner.
 Turn left along north side of river, straight ahead across RR. (15.6 m); cross RR. and pass under RR. at **Pequest Furnace** (on right—17.0 m).
- 17.4 2.0 3-corners; bear left—dangerous RR. crossing (17.5 m). Continue on narrow, winding road along the river, crossing RRs. (18.2 m & 18.6 m).
- 20.1 2.7 Straight ahead past **Townsbury** (on the opposite side of the Pequest River), shortly bearing left—away from the river.
- 21.7 1.6 End of road, **Danville**; turn right, crossing RR. at **Great Meadows station** (22.2 m).
- 22.5 0.8 Turn right with the most travel.
- 23.2 0.7 **Vienna**; straight through very small village.
- 25.6 2.4 Cross small iron bridge, and at fork immediately beyond, take the left-hand road. Cross canal bridge (26.5 m) and RR. (station on right—26.9 m) into Hope St., to end of same at center of
- 27.1 1.5 **HACKETTSTOWN**, American House on left.
 Continue nearly straight ahead on Main St.
- 27.5 0.4 Soldiers' Monument in fork, farther end of town; bear right, straight ahead across iron bridge (Musconetcong River—28.5 m).
- 29.5 2.0 At this mileage route from Easton (via Washington) comes in from the right. Almost at once begin long ascent of **Schooley Mountain**—fair surface and fine views.

- 30.7 1.2 **SCHOOLEY MOUNTAIN**, top of the northern ridge: continue on fairly level road for $1\frac{1}{2}$ miles.
- 32.2 1.5 Begin descent, south ridge, Schooley Mountain—caution for dangerous left ("horseshoe") curve (33.1 m), reaching the foot (33.3 m). Continue straight ahead across RR. at **German Valley station** (33.4 m) and over stone bridge (33.5 m).
- 33.5 1.3 Turn (first) left, following main-traveled road across small bridges (35.9 m & 36.8 m), and over RR. track (37.7 m).
- 38.2 4.7 **CHESTER**; straight through the town, passing right-hand road and flagpole.
- 39.0 0.8 4-corners (**Chester X-roads**); turn right at hotel and flagpole, following main-traveled macadam across RR. (42.3 m) and iron bridge (42.5 m).
- 43.8 4.8 **MENDHAM**, **Phoenix House**. Straight through small village, passing right-hand road (which leads to Bernardsville)—now unmistakable macadam into Washington St.,
- 50.7 6.9 **MORRISTOWN**, park on left.
Morristown Inn, South & Pine Sts.
Wiss Bros. Garage, Pine St., near Morristown Inn.
 Continue nearly straight ahead on South St.—low speed limits (1909).
- 51.5 0.8 Fork; take the left-hand street—**Madison Ave.**—bearing right with same (52.4 m). Continue on main-traveled road, past right-hand road (54.4 m), straight ahead across RR. (55.3 m), entering
- 55.5 4.0 **MADISON**; straight through center of town, shortly coming along D., L. & W. RR. (on right).
- 57.6 2.1 **CHATHAM**; direct through suburban village, crossing iron bridge (**Passaic River**—58.1 m). Pass right-hand road (59.1 m—connection from this route to Summit), straight ahead under stone RR. arch (60.2 m); picking up trolleys from right—61.0 m—where road from Summit joins), follow tracks 0.8 m to
- 61.8 4.2 **SPRINGFIELD**; straight through small village.
- 62.0 0.2 Leave trolley and Elizabeth road (straight ahead) by turning diagonally left.
- 62.9 0.9 Fork; take the right-hand road—with the most travel—into the **Springfield Turnpike**, picking up car-tracks (from left—63.8 m).
- 66.4 3.5 **IRVINGTON**, point of 5-roads.
 Leave **Springfield Ave.** (shorter but poor way straight ahead), by bearing right with double-track trolleys into **Clinton Ave.**
- 68.1 1.7 Fork; keep to left on **Clinton Ave.**, crossing RR.
 At the mileage 68.6, pass **Elizabeth Ave.** on right (connection into this route from Elizabeth and New Brunswick).
- 69.0 0.9 Turn left (**left turn immediately before small park**) on **Washington St.**—asphalt and no trolleys at this point.

picking up car-tracks (from left—69.3 m). Follow trolleys to break in the direct line of Washington St. (69.7 m); turn right on Market St. and immediately left—still Washington St.

- 69.8 0.8 **NEWARK**, crossing of Market St., business center.

Hotel Navarre, 882 Broad St.

Martin Auto Co., 282 Halsey St.

P. H. Johnson, Garage, 7 Hill St.

Straight ahead on Washington St. (stone blocks, but wide), crossing Central Ave. (70.3 m); pass Washington (small) park (on right) to end of same in front of Newark Public Library (on left—70.4 m).

- 70.4 0.6 Turn right across Broad St. into Bridge St., crossing iron bridge (Passaic River—70.7 m); pass under RR. (70.9 m) and run straight ahead through Harrison into the Turnpike. Follow trolleys on fair-to-poor macadam across the "Meadows," under Penna. RR. Tunnel connection (73.6 m)—**caution** for grade crossing, D., L. & W. RR. (74.3 m). Cross Hackensack River bridge (75.2 m), straight ahead on stone blocks along RR. embankment to intersection of the Hudson Co. Boulevard (wide macadam, 76.3 m).

For connection from this point to Weehawken and West 42nd St. Ferry, see note (a) at end of this route.

- 76.3 5.9 Turn right on the Boulevard (Automobile Club sign), over Penna. RR. viaduct (76.6 m); at fork immediately beyond, curve right and left (76.7 m) with Boulevard to 4-corners at Glenwood Ave. (77.3 m—Automobile Club signpost on right).
- 77.1 0.8 Turn left on Glenwood Ave., jogging left and immediately right across Bergen Ave. at Armory (77.3 m) into Mercer St., Jersey City. Descend grade, running over brick-paved viaduct (77.3 m) and under 2 RRs. to
- 78.7 1.6 End of Mercer St. at far side of City Hall; turn right on Henderson St., and next left (78.8 m) on Montgomery St. Pass **Moran's Garage**, on right (147 Montgomery St.), straight ahead to the Penna. RR. ferry.
- 79.3 0.6 **JERSEY CITY**, RR. terminal.

Cross Penna. RR. ferry (charge 13—30c, according to size of car and number of passengers); frequent service throughout the day and evening across the Hudson River—ferry exit W. 24th St. For principal connections throughout the city, see map, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," page 58; the most satisfactory way to the central hotel and garage is along W. 24th St. to 8th Ave., 7th Ave. or Broadway, turning left on either (exactly 3 miles from ferry to Columbus Circle, via W. 24th St. and Broadway).

Hotel Empire, 3 blocks north of Columbus Circle.

Hotel Woodstock, 127 W. 43rd St.

Grand Hotel & Annex, Broadway & 32nd St.

The Marie Antoinette, Broadway & 67th St.

Joscelyn Stable Co., Garage, 112-116 W. 52nd St.

For city map, see New York City Section, page 58.

For diverging routes, see Index map. New York City Section, page 56.

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WATKINS, N. Y., SECTION

ROUTES 401-420

Route 401—Watkins Glen to Rochester, N. Y.—78.3 m.

Route map above

Reverse route, No. 457

Starting north along the west side of Seneca Lake, gradually turning northwest through Himrod, Milo Center, PENN YAN and Benton Center to CANANDAIGUA, continued through Victor, Mendon and Pittsford into Monroe Ave., Rochester. First half mostly good country road—with considerable grades along Seneca Lake; second half nearly all macadam.

MILEAGES
Total Intermediate (Watkins Glen local map, page 610.)

0.0 0.0 **WATKINS GLEN**, 4th & Franklin Sts., center of village.

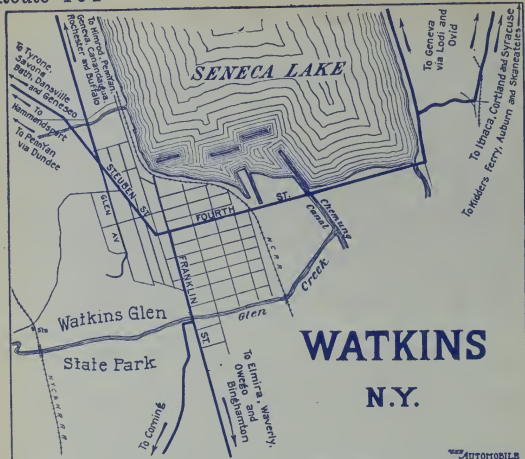
(Starting from **Glen Springs**, run down the private road to its end at Glen Ave.; turn left, picking up the schedule at 0.4 mile in the following text.)

Start nearly west on 4th St., turning right at end of same, uphill into Steuben St.; continue straight ahead into Glen Ave. (0.4 m, where private road from the **Glen Springs** comes in from the left). Follow the unmistakable lake road, ascending grade (1.5 m).

2.0 2.0 **Caution** for square right turn over iron bridge, following main-traveled road—frequent views of Seneca Lake—through 4-corners (**Rock Stream**—6.9 m).



WATKINS GRAPHIC INDEX MAP



Map showing routes through Watkins, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

- | | | |
|------|-----|--|
| 7.1 | 5.1 | Three-corners; turn right—caution for bad winding down-grade (7.6 m). Ascend corresponding grade, carefully descending long winding grade (8.2 m). Cross iron bridge (Big Rock Stream—8.3 m), and ascend grade, straight ahead through 4-corners (Eddytown —10.3 m). |
| 11.5 | 4.4 | 4-corners, Starkey ; straight through, passing numerous roads on right and left. |
| 15.6 | 4.1 | HIMROD , straight through small village, crossing iron bridge (15.7 m). |
| 15.8 | 0.2 | Turn left, sign, "Penn Yan"; immediately cross RR. and go under RR. (15.9 m), passing first left-hand road (17.4 m). |
| 18.5 | 2.7 | Turn (next) left—sign, "Penn Yan." |
| 19.3 | 0.8 | End of road; turn right. |
| 20.0 | 0.7 | Milo Center , very small village; turn left—upgrade. |
| 20.9 | 0.9 | Turn right with the most travel. |
| 22.1 | 1.2 | End of road; turn left along RR. (on right). Penn Yan can now be seen in the distance; continue straight ahead into Main St. |
| 24.2 | 2.1 | PENN YAN , center of city; straight through on Main St. |
| 28.2 | 4.0 | Benton Center ; straight through small village (small monument on left—road narrow, with "S-curves" across gully—31.9 m). |
| 33.3 | 5.1 | Halls Corners ; straight through diagonal 4-corners (right-hand macadam road leads to Geneva). Cross RR. (33.9 m), straight ahead through prominent 4-corners (heavy wires 4 ways. 34.6 m); cross State macadam (35.6 m— |

- left goes to Stanley)—**caution** for dangerous RR. crossing in hollow (36.8 m).
- 38.1 4.8 End of road, brick house on left; turn left—now on the Geneva-Canandaigua line.
- 39.5 1.4 Pass under RR. at small village of **Flint**.
- 41.5 2.0 Pass under RR. at small village of **Hopewell**.
- 48.0 6.5 Cross canal at foot of Canandaigua Lake and pick up trolleys, bearing right into Main St.,
- 48.9 0.9 **CANANDAIGUA**, center of city.
Flannigan's Restaurant, east side of Main St.
The New Webster, Main & South Sts.
Canandaigua House, adjoining N. Y. Central station.
Canandaigua Auto Shop, 30 Ontario St.
Canandaigua Garage, 221 Main St. South.
 Cross RR. (48.9 m) and continue on Main St. N.; leave trolleys to right (50.2 m) by keeping straight ahead across RR. (50.6 m).
- 51.6 2.7 Fork; take the left-hand road (macadam), passing wood school (on right, beyond the fork). Cross RR. and trolley (54.1 m), direct through prominent 4-corners (55.2 m).
- 55.9 4.3 End of road; turn left, following the macadam.
- 58.3 2.4 Turn right over iron bridge and bridge over RR., turning next left.
- 59.1 0.8 **Victor**; straight through small village, passing right-hand road (59.3 m).
- 60.5 1.4 Turn left with the macadam (sign, "Rochester"); cross RR. (60.6 m) and trolley and RR. (60.9 m), curving sharp right (61.0 m) onto short stretch of dirt road (1909), straight across small bridge into
- 64.5 4.0 **MENDON**, central 4-corners; turn square right, across RR. (64.6 m) and following unmistakable macadam into
- 71.3 6.8 **PITTSFORD**, central 4-corners (hotel on right); turn square left on State St., crossing RR. (71.6 m) and canal bridges (71.7 m & 73.9 m). Picking up trolleys (from right—74.4 m), follow them through "12-corners" (75.0 m) into Monroe Ave., Rochester—macadam, then brick and asphalt—crossing bridge over canal (76.4 m).
- 77.6 6.3 End of Monroe Ave.; turn right on Clinton Ave., South.
- 77.9 0.3 **Clinton Ave. & E. Main St.**; turn left on E. Main St.,
- 78.3 0.4 **ROCHESTER**, Main, State & Exchange Sts., business center.

Hotel Seneca, Clinton Ave. & East Main St.

Whitcomb House, Main St. & Clinton Ave.

Hotel Rochester, W. Main St. & Plymouth Ave.

Powers Hotel, Main & State Sts.

Carleton Garage, Cortland St., near Seneca Hotel.

C. L. Whiting, 591 Main St. E., **Stock Michelin Tires**.

For city map and points of interest, see Rochester Section, page 641.

For diverging routes, see Index map, Rochester Section, page 639.

For through connections, see Trunk-line Index map, page 1B.

Route 403

Route 403—Watkins Glen to Auburn, N. Y.—49.4 m., and Syracuse, N. Y.—75.2 m.

Watkins, N. Y., Section

Route map, page 609

Reverse route, No. 404

Out 4th St. and around the head of Seneca Lake, gradually turning east through Lodi and INTERLAKEN to Kidder's Ferry, where connection is made, if desired, for Sheldrake (on Cayuga Lake, 1.4 m. above Kidders). Thence across Cayuga Lake to King's Ferry village, Sherwood and Fleming, entering Auburn by South St.

Mostly fair-to-good country roads, with some macadam; frequent grades and numerous fine views of Seneca and Cayuga lakes. For intermediate connecting route, Lodi to Ovid, Romulus Center, Fayette and Seneca Falls, N. Y., see Note "A" at the end of the route.

MILEAGES Total Intermediate

(Watkins Glen local map, page 610.)

0.0	0.0	WATKINS GLEN , 4th & Franklin Sts., center of village. Start east on 4th St., passing park (on right—0.1 m); continue straight out 4th St., crossing RR. (0.3 m), iron bridge (Chemung Canal—0.5 m) and iron bridge (1.1 m).
1.1	1.1	At end of bridge turn square left; cross iron bridge (1.4 m) and immediately begin ascent of long grade on the east side of Seneca Lake.
1.7	0.6	Prominent fork; avoid right-hand road (which leads to Ithaca), by keeping to left along the lake. Pass right-hand road just beyond (1.8 m) and follow the lake road (fine views!) across iron bridge (3.4 m, Hector Falls—no town). Ascend grade (3.9 m), crossing iron bridges (4.0 m & 6.1 m); caution for bad left curve (8.7 m), thence on winding road along the lake, curving right downgrade (9.0 m) across small iron bridge and upgrade (9.1 m) into
9.2	7.5	Hector ; straight through small village.
11.9	2.7	Valois ; straight through small village. Cross iron bridge (12.1 m) and ascend grade, straight ahead over Lehigh Valley RR. (13.5 m).
16.0	4.1	Keep to right on best road, and left on best road (16.1 m); cross iron bridge (17.6 m) and immediately ascend grade.
18.2	2.2	End of road; turn right.
18.4	0.2	LODI .

(For connection from Lodi to Ovid, Romulus Center and Seneca Falls, see note "A" at end of this route.)

For Interlaken and Kidders Ferry, run straight through center of Lodi village and through several cross-roads.

23.5	5.1	End of road, INTERLAKEN ; turn square left.
24.1	0.6	Turn right—sign, " Kidders ," " Sheldrake "; cross RR. (24.2 m) and descend grade.
25.3	1.2	End of road; turn left across iron bridge, bearing right at wood school in fork (25.6 m). Continue downgrade—fine views of Lake Cayuga—gradually bearing left along the lake to
26.5	1.2	KIDDERS ;* turn right at small village to steamboat dock.

* For Sheldrake-on-Cayuga (The Sheldrake Springs), continue along the lake 1.4 m above Kidders.

From the steamboat dock, Kidders, take ferry (\$1.50 each machine, including passengers), landing at Kings Ferry on the east side of Cayuga Lake. Cross Lehigh Valley RR., ascend grade and follow straight road to the

- 28.9 2.4 **VILLAGE OF KINGS FERRY.** Turn left—now on the road which comes up from Ithaca; continue straight ahead through 4-corners (**Ledyard**, 31.0 m) and **Poplar Ridge** (34.1 m).
- 35.6 6.7 **Sherwood**; straight through small village.
- 37.1 1.5 **Scipioville**; straight through small village.
- 40.3 3.2 Fork; keep to right on main road (left connects to Union Springs), then straight ahead, crossing RR. (41.9 m).
- 42.4 2.1 Keep to right on main road, crossing small iron bridge (43.0 m).
- 43.6 1.2 **FLEMING**; bear left, straight through with telegraph lines, but when poles leave to right (45.4 m) continue straight ahead.
- 46.1 2.5 End of road; turn right, crossing RR. (46.5 m).
- 46.7 0.6 Turn (next) left on worn macadam, which becomes South St. (asphalt), Auburn. Follow South St. all the way in, keeping to right of watering trough in fork (49.3 m) to
- 49.4 2.7 **AUBURN**, Genesee & South Sts.

Osborne House, State & Water Sts.

Auburn Automobile Co., Water St., near Osborne House.

For continuation of this run to Syracuse, refer to the Rochester-Syracuse line, Route 445; by turning right into Genesee St., and setting odometer at 7.7 m, full running directions and odometer distances will be had balance of way to Elbridge, Camillus and Syracuse. Total distance Watkins Glen to Syracuse this way 75.2 m.

ROUTE 403A—CONNECTION FROM LODI, ON THE WATKINS GLEN-AUBURN ROUTE, TO SENECA FALLS, N. Y.

MILEAGES (Distances reckoned on basis of 18.4 m, Watkins Glen to Lodi.)
Total Intermediate

- 18.4 18.4 **LODI**, center of village; turn left at hotel and keep straight ahead past several roads on right and left to
- 22.7 4.3 **OVID**; straight through center of town, crossing RR. (23.5 m).
- 25.5 2.8 **Romulus Center**; straight ahead on same road, avoiding prominent left-hand road. Cross RR. (26.9 m) and continue straight ahead through several cross-roads.
- 32.3 6.8 **Fayette**; direct through small village onto macadam, which extends most of way to Seneca Falls.
- 38.1 5.8 Fork; telegraph poles both ways; take the right-hand road—Ovid St., straight ahead over Seneca River (38.9 m).
- 39.0 0.9 Turn left on Fall St., following trolley into
- 39.2 0.2 **SENECA FALLS**, center of city.

Hoag House, Fall & State Sts. Rolfe Motor Co. Garage.

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Route 404

Watkins, N. Y., Section

Route 404—Auburn to Watkins Glen, N. Y.—49.4 m.

Route map, page 609

Reverse route, No. 403

Out South St., through Fleming and Sherwood to King's Ferry village; thence down to King's Ferry and across Cayuga Lake to Kidders, INTERLAKEN, Lodi and the road along Seneca Lake, rounding the head of that lake into 4th St., Watkins Glen.

Mostly fair-to-good country road, with some macadam; frequent grades and numerous fine views of Cayuga and Seneca lakes. Connection is made at Kidders, if desired, for Sheldrake, 1.4 m above Kidders on the west shore of Cayuga Lake.

MILEAGES (For this and optional exits, see Auburn city map, page 652.)
Total Intermediate

0.0	0.0	AUBURN , South & Genesee Sts., business center.
		Start nearly south on South St.—asphalt, then worn macadam (1909).
2.7	2.7	Turn (first) right, crossing RR. (2.9 m).
3.3	0.6	Turn (next) left, straight ahead to
5.8	2.5	FLEMING , small village; turn diagonally right with secondary line of wires (leaving main line of wires straight ahead). (Cross small iron bridge (6.4 m).
7.0	1.2	Fork, with signboard; bear left with the most travel.
7.5	0.5	Fork, with signboard; keep to right on main road, crossing RR.—then direct past several roads on right and left.
12.3	4.8	Scipioville ; straight through very small village.
13.8	1.5	Sherwood , flagpole on left at 4-corners; direct through on same road and through 4-corners (Poplar Ridge , 15.3 m).
16.4	2.6	Avoid left-hand road by keeping slightly to the right on main road—sandy and poor in spots. Continue through 4-corners (Ledyard—18.4 m) to
20.5	4.1	End of road at village of KINGS FERRY ; turn right on road which leads directly down to the east side of Cayuga Lake.
22.9	2.4	KINGS FERRY ; cross Lehigh Valley RR. and take ferry (\$1.50 each machine, including passengers), landing alongside the main road along the west side of Cayuga Lake at
22.9	0.0	KIDDERS (for Sheldrake-on-Cayuga— The Sheldrake Springs —turn right, 1.4 m). For Interlaken and Watkins Glen turn left, gradually ascending grade and leaving the lake.
24.1	1.2	Cross iron bridge and immediately turn right—ngrade—crossing RR. (25.2 m).
25.3	1.2	End of road; turn left, straight into center of
25.9	0.6	INTERLAKEN ; turn right at brick church, straight ahead past several roads on right and left.
31.0	5.1	LODI ; straight through center of village.

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- 31.2 0.2 Turn left, carefully descending grade, with iron bridge at foot (31.8 m).
- 32.8 1.6 Avoid left-hand road by keeping to right on main road; cross Lehigh Valley RR. (35.9 m) and descend grade, crossing iron bridge (37.3 m).
- 37.5 4.7 **Valois**; straight through small village.
- 40.2 2.7 **HECTOR**; direct through small village. Immediately descend grade—winding road with sharp curve (40.7 m); cross iron bridge (43.3 m) and continue on main road along Seneca Lake.
- 44.9 4.7 Fork; keep to right along the lake, crossing iron bridge (45.4 m), descend grade (45.5 m), crossing iron bridge (46.0 m—Hector Falls, no town).
- 47.7 2.8 Meet left-hand road which comes in from Ithaca and continue the descent, crossing iron bridge (48.0 m).
- 48.3 0.6 Turn right, immediately across iron bridge and iron bridge, Chemung Canal (48.9 m)—now on 4th St., Watkins; cross RR. (49.1 m) and pass park (on left) to center of
- 49.4 1.1 **WATKINS GLEN**, 4th & Franklin Sts.

To reach the **Glen Springs**, keep straight ahead on 4th St. to its end, turning right into Steuben St.; ascend steep grade to Glen Ave. (49.8 m), turning sharp left on road which winds through private grounds to the Glen Springs.

The Jefferson, 4th & Franklin Sts.

James J. Allen, Garage, 2nd & Franklin Sts.

For local map, see Watkins Glen Section, page 610.

For diverging routes, see Index map, Watkins Glen Section, page 609.

Route 406—Watkins Glen to Binghamton, N. Y.—70.1 m.

Route map, page 609

Reverse route, No. 363

Most-used route via Odessa, Alpine, Van Etten and Candor to OWEGO, crossing the Susquehanna at Owego, and following the main route on the south side of that river balance of way to Binghamton. Good dirt road greater part of the way; some macadam (gradually extending).

MILEAGES
Total Intermediate (For this and optional exits, see Watkins Glen map, page 610.)

- 0.0 0.0 **WATKINS GLEN**, Franklin & 4th Sts., center of village.
- Start south on Franklin St., following trolley across small iron bridge (0.4 m—entrance to Watkins Glen over to right), and past right-hand road which leads to Cornering.

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➔

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Route 406

Watkins, N. Y., Section

- 2.3 2.3 Leave trolleys (and center of Montour Falls a short distance ahead), by turning left—sign, “Odessa,” “Binghamton,” at the turn—crossing RR. (2.5 m).
- 2.6 0.3 Cross iron bridge and take the right-hand road at fork immediately beyond, keeping to left of park (2.9 m).
- 3.5 0.9 Fork; bear right—uphill—sign, “Odessa,” “Binghamton,” following the main travel. Pass right-hand road (5.9 m) and cross iron bridge (6.0 m), bearing left immediately beyond into
- 6.1 2.6 **Odessa**; follow main road through small village, crossing RR. (6.6 m).
- 10.2 4.1 4-corners, **Alpine**; turn right (country store on corner at the turn).
- 10.6 0.4 Leave the straight road (which crosses the RR.), by turning left, across RR. (10.8 m).
- 11.7 1.1 End of road; turn left across iron bridge (11.8 m), straight ahead past left-hand road (12.0 m, which leads over RR.).
- 13.2 1.5 **Cayuta**; straight ahead through small village, crossing iron bridge (13.4 m).
- 14.0 0.8 Turn right across 2 old wood bridges, and left immediately beyond.
- 15.2 1.2 **Caution** for square left turn over iron bridge and RR. Cross iron bridge (18.8 m), and pass left-hand road where the main wires turn (22.5 m).
- 22.6 7.4 Fork; bear left with most-traveled road, crossing iron bridge (22.9 m).
- 23.1 0.5 **VAN ETEN**; turn square left at center of town—caution for RR. crossing at foot of grade (25.9 m).
- 26.4 3.3 **Spencer**; straight through the village.
- 27.7 1.3 Turn right across RR. and iron bridge.
- 27.8 0.1 Turn left with main line of wires (farmhouse and red barns at the turn), straight ahead past numerous roads on right and left, crossing RR. (34.7 m).
- 35.0 7.2 End of road, **CANDOR**; turn right and follow main street out of town, crossing iron bridge (35.5 m).
- 35.6 0.6 End of road; turn right—straight ahead on main road for several miles, passing **Catatonk P. O.** (on right—41.0 m) and crossing RR. (43.7 m).
- 43.8 8.2 Cross iron bridge and immediately turn right on macadam, which becomes North St., Owego, crossing RR. (45.2 m).

Nothing Will Make That Man Ahead
 Move Over But a KLAXON

- 45.5 1.7 **OWEGO**; end of North Ave. at Main St.
 The New O-we-go, Main & Lake Sts.
 The Ahwaga, Front & Church Sts.
- 45.5 0.0 On through trips without stop, turn right on Main St. and next left on Court St., passing park (on right, after the turn).
- 45.6 0.1 Jog right and immediately left across Front St., crossing long iron bridge over Susquehanna River and D. L. & W. RR. (45.7 m).
- 45.8 0.2 Turn left on macadam—now on the Elmira-Binghamton through line; cross RR. (49.3 m) and bridge over RR. (52.7 m), bearing left immediately beyond.
- 53.6 7.8 **APPALACHIN**; straight through small village. Cross 2 bridges (54.2 m) and RRs. (57.8 m & 58.6 m) to
- 59.8 6.2 End of road, **VESTAL**, country store on left; turn left, crossing RR. (60.2 m). Keep to left (60.3 m) across long iron bridge (60.5 m) over the Susquehanna River.
- 60.6 0.8 End of road; turn right, straight ahead through Endicott (60.9 m). Cross RR. (64.1 m)—**caution** for dangerous right turn under RR. (65.2 m); care should now be taken not to run past right-hand road 6-10 mile beyond.
- 65.8 5.2 Immediately after crossing iron bridge, turn right, leaving trolleys (straight ahead through Lestershire is a shorter but poorer way). Cross RR. (66.2 m), following the macadam into Riverside Drive, Binghamton.
- 69.2 3.4 End of Riverside Drive; turn left into Front St.
- 69.6 0.4 Meet trolleys, turn right and follow same across bridge over the Chenango River into Court St.
- 70.1 0.5 **BINGHAMTON**, Court House on right, center of city.
 The Bennett, State, Washington & Henry Sts.
 The Arlington, Chenango & Lewis Sts., opposite RR. stations.
 Binghamton Motor Car Co., 172 State St.
 For city map, see Binghamton Section, page 553.

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Route 408

Watkins, N. Y., Section

Route 408—Watkins Glen to Bath—31.8 m.

Route map, page 609

Reverse route, No. 409

Via Tyrone, Weston, Wayne, and Hammondsport. Several good grades with fair dirt roads. Very picturesque trip.

MILEAGES
Total Intermediate

(See Watkins' street map, page 610.)

0.0	0.0	WATKINS GLEN , 4th and Franklin Sts., center of village.
		Start west on 4th street and shortly beyond bear right up long grade through diagonal cross-road (0.4 m)—left leads to Glens Spring Hotel—keep straight ahead up grade, avoiding all right and left-hand roads to
1.7	1.7	Fork; bear left with telegraph wires. Cross railroad track (1.8 m)
3.3	1.6	Fork; immediately after cross-roads bear right with poles. Follow poles, keeping main road; fine view from (8.4 m)
9.9	6.6	TYRONE ; keep straight through, avoiding left-hand road (10.1 m) and right-hand road (10.8 m).
11.0	4.4	WESTON ; postoffice on left; keep straight ahead on main thoroughfare, avoiding right-hand road just before schoolhouse (11.3 m).
11.7	0.7	Right-hand road, red barn on left, white house on further right-hand corner; turn square right and run along the eastern shore of Lake Wauneta.
15.2	3.5	Four Corners immediately after crossing small culvert, turn left, passing cemetery and church on right after the turn.
15.6	0.4	WAYNE . Keep left fork, passing postoffice on right just beyond.
15.8	0.2	Avoid right-hand road, which leads to Keuka Club. Pass old colonial house on right (16.2 m). This house has 21 large columns around it. Fine view can be had of Lake Keuka at (21.3 m). Caution: For sharp, left and right curves on down grade (21.9 m) and (22.2 m).
23.7	7.9	End of road; small iron bridge; turn square right, crossing small iron bridge and railroad track (23.9 m).
24.2	0.5	HAMMONDSPORT . Soldiers' Monument. Turn square right, passing several large wine cellars on right and left shortly beyond.
25.3	1.1	Fork; keep left nearly straight ahead, passing Germania Wine-cellar on right just beyond.
26.3	1.0	Three Corners; bear left across railroad.
28.1	1.8	Fork; bear left, avoiding railroad crossing on right. Pass soldiers' monument (31.6 m) to end of Liberty St., at park, center of
31.8	3.7	BATH ; road from Elmira comes in from the left on Steuben St., and route from Dansville comes in from the right on Steuben St.

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Route 409—Bath to Watkins Glen—31.8 m.

Route map, page 609

Reverse route, No. 408

Via Hammondsport, Wayne, Weston, and Tyrone. Several good grades with fair dirt roads. Very picturesque trip.

MILEAGES

Total Intermediate

0.0	0.0	BATH , corner of Steuben and Liberty Sts., directly opposite park, run north on Liberty St., passing soldiers' monument (0.2 m).
0.3	0.2	Fork; large telegraph pole in center; bear right on Geneva St.; follow same direct.
5.4	5.1	Fork; house in center, bear left, across small iron bridge and railroad tracks.
5.5	0.1	Three Corners; bear right, passing several wine cellars on right and left.
7.6	2.1	HAMMONDSPORT . Four corners; soldiers' monument in center; turn square right, crossing railroad track and small iron bridge (7.9 m).
8.1	0.5	Three Corners. Turn left.
8.8	0.7	Fork; bear right up grade; several bad water bars.
9.6	0.8	Fork; half way up grade; bear left, using caution for sharp left and right curves around deep ravine (9.9 m). Excellent view of Lake Keuka can be had to the left. Avoid both right and left-hand roads (10.1 and 10.2 m).
12.1	2.5	Fork. Telegraph poles divide; bear right (left-hand road goes to Keuka). Keep straight through all cross-roads, avoiding branch road to left (14.7 m) and past old Colonial house with 21 large columns around it (15.6 m).
16.2	4.1	WAYNE . Postoffice on left; keep right at fork just beyond.
16.6	0.4	Four Corners just after passing cemetery on left; turn square right around old barn and follow road along the eastern edge of Lake Wauneta.
20.1	3.5	End of road. Turn left and keep straight through
20.8	0.7	WESTON . Postoffice on right. Keep straight through town, following telegraph poles.
22.0		TYRONE . Fork; concrete water trough in center; bear slightly right, nearly straight ahead, crossing iron bridge (22.1 m) and continue up steep grade to top of same (22.4 m). Fine view can be had by looking backward.
26.8	4.8	Fork. Sign (Watkins, 5 m). Bear right; cross railroad tracks (30 m) and continue down steep grade through diagonal cross-roads (31.4 m, right hand road leads to Glens Springs Hotel). At foot of grade bear left to four corners just beyond, center of
31.8	5.0	WATKINS . Corner of 4th and Franklin Sts. Route to Elmira leaves to the right on Franklin St. Hotel Jefferson on further left-hand corner. Allen's Garage .

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Route 411

Watkins, N. Y., Section

Route 411—Watkins Glen to Elmira, N. Y.—23.2 m.

Route map, page 609

Reverse route, No. 387

Out Franklin St. and through Montour Falls, Pine Valley and Horseheads, entering Elmira via Grand Central Ave. and Eldridge Park. Roads average fair; frequent RR. and trolley crossings and numerous small bridges.

MILEAGES
Total Intermediate

(Watkins Glen local map, page 610.)

0.0 0.0 **WATKINS GLEN**, 4th & Franklin Sts., center of village.

Start south on Franklin St., following the trolley (all the way to Montour Falls).

2.7 2.7 Turn left, crossing RR. in **MONTOUR FALLS**.

2.8 0.1 Turn right (leaving trolley) on Owego St., immediately crossing bridge over creek; pick up trolley (from left—3.3 m) and follow same out of town. **Caution** for 2 trolley crossings and several sharp curves next two miles; cross iron bridge (7.0 m), and trolley (9.1 m & 9.3 m).

9.4 6.6 **MILLPORT**; straight through small village. Cross trolley (10.0 m) and pass under RR. (10.4 m & 10.6 m)—**caution** for dangerous RR. (10.9 m).

12.3 2.9 **PINE VALLEY**; straight through small village.

16.3 4.0 Turn left over 2 RRs.; immediately bear right, picking up and following trolleys over RR. (16.6 m).

16.7 0.4 **HORSEHEADS**, central 4-corners; turn right on Franklin St., turning next left (16.8 m). Continue through prominent 4-corners (17.5 m, where route from Corning comes in from the west), same thoro fare becoming Grand Central Ave., Elmira. Cross RR. (19.3 m), taking care not to run past the north entrance to Eldridge Park, which is 9-10 mile beyond this crossing, and easily passed at speed.

20.2 3.5 Turn right from Grand Central Ave. (just before coming to another RR. crossing) into **Eldridge Park**, passing statue of horse ("The American Girl") on right.

20.6 0.4 Turn right under RR., running out of the park.

20.7 0.1 Turn left on College Ave., following the trolley.

22.0 1.3 Bear left with car-tracks into Park Place, running into Main St. (22.3 m).

22.6 0.6 Intersection of Church St. (brick church on left-hand corner); turn left on Church St. Cross RR. (22.7 m) and pass P. O. (on right—22.8 m).

22.9 0.3 Intersection of Lake St.; turn right into Lake St., passing Court House (on left).

23.2 0.3 **ELMIRA**, Lake & Water Sts.

The Langwell, Market & State Sts.

Hotel Rathbun, Water & Baldwin Sts.

La France Motor Car Co., Carroll & Fox Sts.

Southern Tier Motor Co., 117 Main St.

For city map and points of interest, see Elmira Section, page 579.

For diverging routes, see Index map, Elmira Section, page 577.

For through connections, see Trunk-line Index map, page 1B.

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Route 413—Watkins Glen to Ithaca, N. Y.—26.3 m.

Route map below

Reverse route, No. 424

Out 4th St., rounding the head of Seneca Lake; thence up grade, gradually turning east through Burdett, Bennettsburg, Reynoldsville and Perry City, entering Ithaca by long down grades on Cliff St. into W. State St.

For general use this is the quickest and most satisfactory way between Watkins Glen and Ithaca—principally fair-to-good country road, with steep grades at both ends of the line. Frequent fine views! There is a rough stretch (mostly east of Perry City), which may be avoided in bad weather by a somewhat longer way around through Trumansburg, the essential details of which are given in Note "A" at the end of this route.

MILEAGES
Total Intermediate

(Watkins Glen local map, page 610.)

0.0	0.0	WATKINS GLEN , 4th & Franklin Sts., center of village.
		Start east on 4th St., passing park (on right—0.1 m); continue straight out 4th St. crossing RR. (0.3 m), iron bridge (Chemung Canal—0.5 m) and iron bridge (1.1 m).
1.1	1.1	At end of bridge turn square left; cross iron bridge (1.4 m) and immediately begin ascent of long grade on the east side of Seneca Lake.
1.7	0.6	Leave road along the lake, by taking the right fork up more winding grades.—sharp right curve (2.4 m), following main-traveled road across dam (3.5 m).
3.6	1.9	BURDETT , central 4-corners; turn right, crossing RR. at Burdett station (3.9 m).
5.6	2.0	BENNETTSBURG ; straight through small village.
6.2	0.5	Fork; keep to left on best road, crossing small iron bridge (6.3 m). Avoid right-hand road (7.0 m) by keeping to left on main road.
8.0	1.8	Fork; again take the left-hand (best) road.
9.4	1.4	End of road; turn right across small iron bridge.
9.7	0.3	End of road, REYNOLDSVILLE (country store on the corner; turn left, crossing small iron bridge (9.8 m).
9.9	0.2	Turn right on winding road, with several grades.



Route 415

Watkins, N. Y., Section

- 10.6 0.7 Fork; take the left-hand road—sign, "Ithaca."
 12.1 1.5 Turn left across iron bridge.
 (For **Trumansburg**, and **Ithaca via Trumansburg**—sometimes advisable in bad weather to avoid rough stretch east of Perry City—see Note "A" at end of this route).
 12.3 0.2 Turn right on narrow dirt road, crossing small iron bridge (12.7 m).
 13.3 1.0 Bear right through irregular 4-corners.
 14.3 1.0 **Perry City**, a few scattered houses only—straight through, road narrow dirt, but direct past numerous roads on right and left.
 19.4 5.1 Irregular 4-corners (intersection of the macadam from Trumansburg); turn right, straight through cross-roads (**Krum's Corner**—20.8 m). Continue on main-traveled road, shortly descending long grade (fine view of Cayuga Lake and Ithaca).
 25.2 5.8 Forks of several roads, foot of grade on the edge of the city; curve left, crossing RR. and iron bridge (Cayuga Inlet, 25.5 m). Straight ahead over 2 RRs. (25.6 m), following trolley along W. State St.—brick pavement—to
 26.3 1.1 **ITHACA**, State & Aurora Sts.

Ithaca Hotel, State & Aurora Sts.

J. B. Lang Engine & Garage Co., 117 Green St.

For city map and points of interest, see Ithaca Section, page 626.

For diverging routes, see Index map, Ithaca Section, page 625.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Connection from the route already given, to go via **Trumansburg** (3.3 m farther but preferred by some in bad weather—see map, page 625). To go this way, do not turn right at 12.3 m in the preceding text, but keep ahead on same road 0.1 mile only to fork (12.4 m); take right-hand road, across small bridge, turning right (13.4 m). Curve left (13.9 m) to end of road (15.0 m); turn left over iron bridge (15.2 m) and follow main road, bearing right into the center of **Trumansburg** (18.1 m).

Go through, bearing right through covered bridge (19.5 m) then on macadam through diagonal 4-corners at Jacksonville (21.5 m) and through irregular 4-corners (22.7 m), where the preceding route comes in from Perry City from the right. Straight ahead through cross-roads (**Krum's Corner**, 24.1 m), shortly descending long grade (fine views of Cayuga Lake and Ithaca). At forks of several roads (foot of grade, 28.5 m), curve left, crossing RR. and iron bridge (Cayuga Inlet, 28.8 m). Cross 2-RRs. (28.9 m), following trolley along W. State St.—brick pavement—to State and Aurora Sts., Ithaca (29.6 m).

Route 415—Watkins Glen to Geneva, N. Y.—41.8 m.

Route map, page 609

Reverse route, No. 415A

Out 4th St. and around lower end of Seneca Lake, gradually turning east to Lodi; thence north through Ovid, and back to the lake at Willard, rounding the upper end to Geneva.—Mostly good road—various grades.

MILEAGES

Total Intermediate

0.0 0.0

WATKINS GLEN, 4th & Franklin Sts., center of village.

Start east on 4th St., passing park (on right—0.1 m); continue straight out 4th St., crossing RR. (0.3 m), iron bridge (Chemung Canal—0.5 m) and iron bridge (1.1 m).

- 1.1 1.1 At end of bridge turn square left; cross iron bridge (1.4 m) and immediately begin ascent of long grade on the east side of Seneca Lake.
- 1.7 0.6 Prominent fork; avoid right-hand road (which leads to Ithaca), by keeping to left along the lake. Pass right hand road just beyond (1.8 m) and follow the lake road (fine views!) across iron bridge (3.4 m, Hector Falls—no town). Ascend grade (3.9 m), crossing iron bridges (4.0 m & 6.1 m); **caution** for bad left curve (8.7 m), thence on winding road along the lake, curving right downgrade (9.0 m) across small iron bridge and upgrade (9.1 m) into
- 9.2 7.5 **Hector**; straight through small village.
- 11.9 2.7 **Valois**; straight through small village. Cross iron bridge (12.1 m) and ascend grade, straight ahead over Lehigh Valley RR. (13.5 m).
- 16.0 4.1 Keep to right on best road, and left on best road (16.1 m); cross iron bridge (17.6 m) and immediately ascend grade.
- 18.2 2.2 End of road; turn right.
- 18.4 0.2 **LODI**; leave the road at Interlaken straight ahead by turning square left in center of town, straight road to
- 22.7 4.3 **OID**; turn left, downgrade, crossing RRs. 23.7 m & 24.7 m) to
- 25.5 2.8 **WILLARD**; direct through, passing State Hospital.
- 26.0 0.5 At steamboat Landing, turn right and follow the shore of the lake.
- 31.0 5.0 **Dey's Landing**; direct through small village. Cross RR. (35.5 m), and straight ahead under RR. (39.1 m).
- 39.2 8.2 Avoid right-hand road—which goes to Auburn—by keeping left across iron bridge.
- 39.8 0.6 Fork; again keep to left, running into Lake St., Geneva. Continue on Lake St. along the upper end of Seneca Lake, crossing canal bridge and RR. (41.5 m).
- 41.6 1.8 Meeting trolley, turn left from Lake St. into Exchange St.
- 41.8 0.2 **GENEVA**, Exchange & Seneca Sts.
- Hotel Nester**, Exchange & Seneca Sts.
- The Kirkwood**, Exchange & Castle Sts.
- The Carrollton**, 63 Seneca St., near S. Main St.
- Dan Deegan's Cafe**, 486 Exchange St.
- Geneva Automobile Co.**, 145 Castle St.
- Baker Bros. Garage**, 39 Castle St.
- For city map see page 651.
- For diverging routes see Index map, page 639.

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Route 415A

Watkins, N. Y., Section

Route 415A—Geneva to Watkins Glen, N. Y.—41.8 m.

Route map, page 609

Reverse route, No. 415

Rounding the upper end of Seneca Lake and down the east side to Willard, thence east to Ovid and south to Lodi, rounding the lower end of Seneca Lake to Watkins Glen.—Mostly good road—numerous steep grades.

MILEAGES (For this and optional exits, see Geneva city map, page 651.)

Total Intermediate

0.0 0.0 **GENEVA**, Exchange & Castle Sts., business center.

Start north on Exchange St., following car-tracks 0.2 mile only.

- | | | |
|------|------|--|
| 0.2 | 0.2 | Leave trolleys by turning right from Exchange St. into Lake St., crossing RR. and canal bridge just beyond the turn (0.3 m). |
| 2.0 | 1.8 | Curve right (south), now on the east side of Seneca Lake. Cross iron bridge (2.6 m) and keep to the right, passing under RR. (2.7 m). Cross RR. (6.3 m) and follow the shore of the lake through Dey's Landing (10.8 m) to |
| 15.8 | 13.8 | Steamboat Landing ; turn left, upgrade. |
| 16.3 | 0.5 | WILLARD ; straight through, passing State Hospital on right, crossing RRs. (17.1 m & 18.1 m). |
| 18.1 | 1.8 | Immediately after crossing the second RR., turn right. |
| 19.1 | 1.0 | OVID ; turn right, straight road to |
| 23.4 | 4.3 | LODI ; again turn right. |
| 23.6 | 0.2 | Turn left, carefully descending grade, with iron bridge at foot (24.2 m). |
| 25.2 | 1.6 | Avoid left-hand road by keeping to right on main road; cross Lehigh Valley RR. (28.3 m) and descend grade, crossing iron bridge (29.7 m). |
| 29.9 | 4.7 | Valois ; straight through small village. |
| 32.6 | 2.7 | HECTOR ; direct through small village. Immediately descend grade—winding road with sharp curve (33.1 m); cross iron bridge (35.7 m) and continue on main road along Seneca Lake. |
| 37.3 | 4.7 | Fork; keep to right along the lake, crossing iron bridge (37.8 m), descend grade (37.9 m), crossing iron bridge (38.4 m—Hector Falls, no town). |
| 40.1 | 2.8 | Meet left-hand road which comes in from Ithaca and continue the descent, crossing iron bridge (40.4 m). |
| 40.7 | 0.6 | Turn right, immediately across iron bridge and iron bridge Chemung Canal (41.3 m)—now on 4th St., Watkins; cross RR. (41.5 m) and pass park (on left) to center of |
| 41.8 | 1.1 | WATKINS GLEN , 4th & Franklin Sts. |

To reach the **Glen Springs**, keep straight ahead on 4th St. to its end, turning right into Steuben St.; ascend steep grade to Glen Ave. (42.4 m), turning sharp left on road which winds through private grounds to the Glen Springs.

The Jefferson, 4th & Franklin Sts.

James J. Allen, Garage, 2nd & Franklin Sts.

For local map, see Watkins Glen Section, page 610.

For diverging routes, see Index map, Watkins Glen Section, page 609.

For through connections, see Trunk-line Index map, page 1B.



ITHACA GRAPHIC INDEX MAP

ITHACA HOTEL, Ithaca N. Y.

AMERICAN AND EUROPEAN PLANS

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Headquarters for the American Automobile Association. "Langwell Hotel," Elmira, N. Y., under same management.

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117-119-121 E. Greene St., ITHACA, N. Y.
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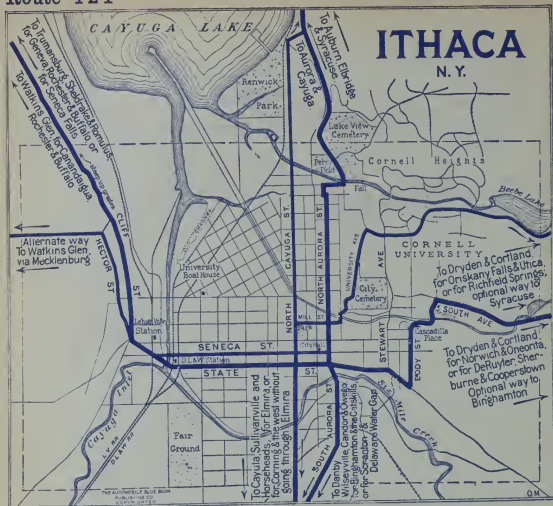
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Agency for Olds, Buick, Oakland and Maxwell Motor Cars

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Open Nights

Full Line of Tires



ITHACA, N. Y., SECTION

ROUTES 421-440

Route 421—Ithaca to Auburn, N. Y.—37.8 m.

Route map, page 625

Reverse route, No. 421A

Out Aurora and Lake Sts., skirting the lower edge of Cayuga Lake, then northeast via S. Lansing, N. Lansing and Venice (all very small places), to the upper west side of Owasco Lake, entering Auburn via Owasco and E. Genesee Sts. Mostly good dirt road, with some macadam on both ends.

For general use the Blue Book considers this the most satisfactory Ithaca-Auburn route, though it may be pleasantly varied by the alternate line through Scipioville and Kings Ferry, route 422.

MILEAGES

Total Intermediate

0.0 0.0 **ITHACA**, N. Aurora & State Sts.

Start nearly north on N. Aurora St.—brick, no trolley.

0.8 0.8 Jog left and immediately right to end of N. Aurora St. at Falls St.

0.9 0.1 Turn right on Falls St. and first left (1.0 m) into Lake St.; immediately cross iron bridge (**Ithaca Falls over to the right**), passing Percy Field (Cornell Athletic Grounds), on left. Pick up trolley (1.2 m), crossing and leaving same to right (1.8 m); thence straight ahead along Cayuga Lake, over RR. switch (2.4 m)—**caution** for dangerous curve (3.4 m). Ascend gradual grade, crossing trolley (4.7 m).

5.9 5.0 3-corners; turn right with the main road, crossing iron bridge (6.4 m) and passing right-hand road (6.5 m).

Ithaca, N. Y., Section

Route 421A

- 7.5 1.6 End of road at brick hotel, **S. Lansing**; turn right, crossing RR. (8.0 m).
- 8.1 0.6 Prominent 4-corners with signs; turn left on rough stretch (1909), passing tree in center of road (8.7 m), straight ahead through several 4-corners.
- 13.2 5.1 **N. Lansing**; straight ahead through small hamlet.
- 13.5 0.3 Fork; take the right-hand road (left leads to Genoa), straight through several cross-roads.
- 22.7 9.2 **VENICE**, very small village; straight through.
- 22.9 0.2 Fork; take the right-hand road, with telegraph line, gradually nearing Owaseo Lake—**caution** for dangerous narrow descent (29.6 m).
- 29.9 7.0 Turn left (**caution**) at foot of grade; cross RR. (30.3 m) and continue along shore of lake, running onto macadam (31.9 m, 1909). Pick up trolley (from left—34.8 m), crossing and leaving same (to right—34.9 m), by keeping straight ahead across iron bridge (Owaseo River—35.0 m).
- 35.1 5.2 End of road; turn left on Owaseo St., Auburn, following trolley.
- 37.4 2.3 **Owaseo & E. Genesee Sts.**; turn left on E. Genesee St., with one line of trolley, keeping to left with tracks at fork (37.5 m). Cross bridge over Owaseo River and RR. (37.6 m) into Genesee St. direct to State St.
- 37.8 0.4 **AUBURN**, Genesee & State Sts., business center.

Osborne House, State & Water Sts.

Auburn Auto Co., Water St., near Osborne House.

For city map see page 652.

For diverging routes see Index map, page 639.

Route 421A—Auburn to Ithaca, N. Y.—37.8 m.

Reverse route, No. 421

Route map, page 625

Out E. Genesee and Owaseo Sts., skirting the upper west side of Owaseo Lake, then southwest via Venice, N. Lansing and S. Lansing (all very small places), running along the lower edge of Cayuga Lake, and entering Ithaca by Lake and Aurora Sts. Mostly good dirt road, with some macadam at both ends of the line.

For general use the Blue Book considers this the most satisfactory Auburn-Ithaca route, though it may be pleasantly varied by the alternate line through Scipioville and Kings Ferry, given separately in route 422A.

MILEAGES
Total Intermediate

- 0.0 0.0 **AUBURN**, Genesee & State Sts. Start east on Genesee St., following trolleys over RR. (0.2 m) and small bridge (Owaseo River) into E. Genesee St.; **take care not to pass first right-hand street beyond the bridge.**
- 0.4 0.4 Turn right with one line of trolley into Owaseo St.
- 2.7 2.3 Leave car-tracks by turning right over iron bridge (Owaseo River—2.8 m), ignoring course of trolley beyond.
- 3.1 0.4 Fork: bear left on best road and avoid right-hand road

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR LAYING OUT AN EXTENDED TOUR USE GRAPHIC TRUNK-LINE CHART

Route 422

Ithaca, N. Y., Section

(3.9 m) by still keeping to left along Owasco Lake, crossing RR. (7.5 m).

- 7.9 4.8 **Caution** for sharp right turn—away from the lake—ascending bad, narrow grade just beyond. Road is now direct through several cross-roads.
- 15.1 7.2 **VENICE**; straight ahead through very small village, and again direct through several cross-roads.
- 21.3 6.2 Keep to right on main-traveled road, through hamlet of E. Genoa (21.8 m).
- 21.9 0.6 Fork; take the left-hand road, direct into
- 24.6 2.7 **N. Lansing**; straight through small village and through several cross-roads, passing tree in center of road (29.1 m).
- 29.7 5.1 Prominent 4-corners, turn right—sign, “Lansing,” crossing RR. (29.8 m).
- 30.3 0.6 **S. LANSING**; turn left at brick hotel.
- 30.9 0.6 Fork; take the right-hand road (left leads to Asbury), crossing iron bridge (31.4 m).
- 31.9 1.0 Three-corners; turn left on the most-traveled road, crossing trolley (33.1 m).
- 33.5 1.6 Fork; avoid left-hand road (macadam), by keeping to right, down gradual grade (closer to Cayuga Lake)—sharp curve (34.4 m). Cross RR. switch (35.4 m) and trolley (36.0 m); when car-tracks leave (to right—36.6 m), continue straight ahead past **Percy Field** (Cornell Athletic Grounds—on right) into Lake St.
- 36.8 3.3 Cross iron bridge (**Ithaca Falls over to left**), and immediately turn right on Falls St.
- 36.9 0.1 Turn (first) left on N. Aurora St., jogging left (37.0 m) and immediately right, straight ahead to center of
- 37.8 0.9 **ITHACA**, State & Aurora Sts.

Ithaca Hotel, State & Aurora Sts.

J. B. Lang Engine & Garage Co., 117 Green St.

For city map and points of interest, see Ithaca Section, page 626.

For diverging routes, see Index map, Ithaca Section, page 625.

For through connections, see Trunk-line Index map, page 1B.

Route 422—Ithaca to Auburn, N. Y.—40.8 m.

Route map, page 625

Reverse route, No. 422A

Out Aurora and Lake Sts., skirting the lower edge of Cayuga Lake, then via S. Lansing, Kings Ferry village, Sherwood and Fleming (all very small places), entering Auburn by South St.

This is a frequently-used alternate to the preceding Ithaca-Auburn route; roads average about the same in settled weather, but there is a stretch of clay in the vicinity of Lake Ridge that is troublesome in or after wet weather. Near the village of Ludlowville there is a vicious hill, which the directions given in this route go around by a somewhat longer but easier and safer way.

MILEAGES

Total Intermediate (For this and optional exits, see Ithaca city map, page 626.)

- 0.0 0.0 **ITHACA**, N. Aurora & State Sts.

Start nearly north on N. Aurora St.—brick, no trolley.

- 0.8 0.8 Jog left and immediately right to end of N. Aurora St. at Falls St.

- 0.9 0.1 Turn right on Falls St. and first left (1.0 m) into Lake St.; immediately cross iron bridge (**Ithaca Falls over to the right**), passing **Percy Field** (Cornell Athletic Grounds), on left. Pick up trolley (1.2 m), crossing and leaving same to right (1.8 m); thence straight ahead along Cayuga Lake, over RR. switch (2.4 m)—**caution** for dangerous curve (3.4 m). Ascend gradual grade, crossing trolley (4.7 m).
- 5.9 5.0 3-corners; turn right with the main road, crossing iron bridge (6.4 m) and passing right-hand road (6.5 m).
- 7.5 1.6 End of road at brick hotel, **S. Lansing**; turn left, taking care not to pass left-hand road 6-10 mile beyond.
- 8.1 0.6 Leave the straight road (dangerous hill going into Ludlowville, and very steep climb leaving the town) by turning left, descending grade to the edge of Cayuga Lake. Cross RR. and pass through the small lake village of **Myers** (9.6 m), ascending corresponding grade.
- 11.1 3.0 End of road; turn left—now on the direct road out of Ludlowville. Road is straight, with considerable clay.
- 16.5 5.4 **Lake Ridge**; at fork in very small village, take the right-hand road.
- 20.3 3.8 End of road at village of **KINGS FERRY**; turn left and immediately right; straight ahead through 4-corners (**Ledyard**—22.4 m) and **Poplar Ridge** (25.5 m).
- 27.0 6.7 **Sherwood**; straight through small village.
- 28.5 1.5 **Scipioville**; straight through small village.
- 31.7 3.2 Fork; keep to right on main road (left connects to Union Springs), then straight ahead, crossing RR. (33.3 m).
- 33.8 2.1 Keep to right on main road, crossing small iron bridge (34.4 m).
- 35.0 1.2 **FLEMING**; bear left, straight through with telegraph lines, but when poles leave to right (36.8 m) continue straight ahead.
- 37.5 2.5 End of road; turn right, crossing RR. (37.9 m).
- 38.1 0.6 Turn (next) left on worn macadam, which becomes South St. (asphalt), Auburn. Follow South St. all the way in, keeping to right of watering trough in fork (40.7 m) to
- 40.8 2.7 **AUBURN**, Genesee & South Sts.

Osborne House, State & Water Sts.

Auburn Automobile Co., Water St., near Osborne House.

For city map see page 652.

For diverging routes see Index map, page 639.

HAVOLINE
OIL

FOR AUTOMOBILE LUBRICATION

See
Page 12



Route 422A

Ithaca, N. Y., Section

Route 422A—Auburn to Ithaca, N. Y.—40.8 m.

Route map, page 625

Reverse route, No. 422

Out South St., through Fleming, Sherwood, Kings Ferry village and S. Lansing (all very small places), running along the lower edge of Cayuga Lake (frequent fine views), and entering Ithaca by Lake and Aurora Sts.

This is a frequently-used alternate to the preceding Auburn-Ithaca route; roads average about the same in settled weather, but there is a stretch of clay in the vicinity of Lake Ridge that is troublesome in or after wet weather. Near the village of Ludlowville there is a vicious hill, which the directions given in this route go around by a somewhat longer but easier and safer way.

MILEAGES (For this and optional exits, see Auburn city map, page 652.)
Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | AUBURN , South & Genesee Sts., business center.
Start nearly south on South St.—asphalt, then worn macadam (1909). |
| 2.7 | 2.7 | Turn (first) right, crossing RR. (2.9 m). |
| 3.3 | 0.6 | Turn (next) left, straight ahead to |
| 5.8 | 2.5 | FLEMING , small village; turn diagonally right with secondary line of wires (leaving main line of wires straight ahead). Cross small iron bridge (6.4 m). |
| 7.0 | 1.2 | Fork, with signboard; bear left with the most travel. |
| 7.5 | 0.5 | Fork, with signboard; keep to right on main road, crossing RR.—then direct past several roads on right and left. |
| 12.3 | 4.8 | Scipioville ; straight through very small village. |
| 13.8 | 1.5 | Sherwood , flagpole on left at 4-corners; direct through on same road and through 4-corners (Poplar Ridge , 15.3 m). |
| 16.4 | 2.6 | Avoid left-hand road by keeping slightly to the right on main road—sandy and poor in spots. Continue through 4-corners (Ledyard—18.4 m) to |
| 20.5 | 4.1 | End of road at village of KINGS FERRY ; jog left and immediately right at country store—shortly coming to fine view of Cayuga Lake. |
| 24.3 | 3.8 | Straight through hamlet of Lake Ridge ; the clay in this vicinity is hard traveling in or after wet weather. |
| 29.7 | 5.4 | (Special care should be taken not to run past right-hand road and watering-trough at this point.) Avoid the direct road (dangerous hill going into Ludlowville, and very steep climb leaving the town), by turning right at watering trough, taking a southeasterly direction toward the lake. Go through the little lake village of Myers (31.2 m), crossing and re-crossing RR. |
| 31.6 | 1.9 | Turn left (the first left after passing through Myers), and ascend easy grade, meeting the direct road again (32.7 m); turn right, straight to |
| 33.3 | 1.7 | SOUTH LANSING ; turn right at brick hotel. |

He cannot help

hearing it



See page 14

Ithaca, N. Y., Section**Route 424**

- 33.9 0.6 Fork; take the right-hand road (left leads to Asbury), crossing iron bridge (34.4 m).
- 34.9 1.0 Three-corners; turn left on the most-traveled road, crossing trolley (36.1 m).
- 36.5 1.6 Fork; avoid left-hand road (macadam), by keeping to right, down gradual grade (closer to Cayuga Lake)—sharp curve (37.4 m). Cross RR. switch (38.4 m) and trolley (39.0 m); when car-tracks leave (to right—39.6 m), continue straight ahead past **Percy Field** (Cornell Athletic Grounds—on right) into Lake St.
- 39.8 3.3 Cross iron bridge (**Ithaca Falls over to left**), and immediately turn right on Falls St.
- 39.9 0.1 Turn (first) left on N. Aurora St., jogging left (40.0 m) and immediately right, straight ahead to center of
- 40.8 0.9 **ITHACA**, State & Aurora Sts.

Ithaca Hotel, State & Aurora Sts.

J. B. Lang Engine & Garage Co., 117 Green St.

For city map and points of interest, see Ithaca Section, page 626.

For diverging routes, see Index map, Ithaca Section, page 625.

For through connections, see Trunk-line Index map, page 1.

For through connections, see Trunk-line Index map, page 1B.

Route 424—Ithaca to Watkins Glen, N. Y.—26.3 m.

Route map, page 632

Reverse route, No. 413

Out W. State St. and up long grade on Cliff St. into the Trumansburg Road; thence more directly west (leaving the Trumansburg line), through Perry City, Reynoldsville, Bennettsburg, and Burdett, descending long grade along Lake Seneca and entering Watkins by 4th St.

For general use this is the quickest and most satisfactory way between Ithaca and Watkins Glen—principally fair-to-good country road, with steep grades at both ends of the line. Frequent fine views! There is a rough stretch (mostly east of Perry City), which may be avoided in bad weather by a somewhat longer way around through Trumansburg, the essential details of which are given in Note A, at the end of the route.

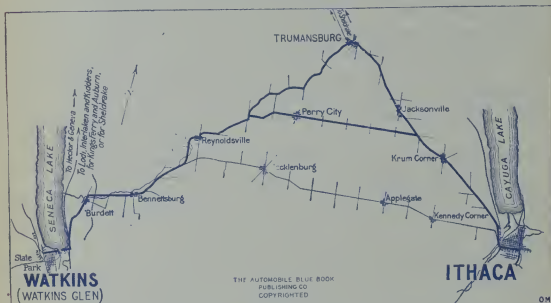
MILEAGES
Total Intermediate

- 0.0 0.0 **ITHACA**, State & Aurora Sts. Start west on W. State St.—brick pavement; cross 2 RRs. (0.7 m) and iron bridge (Cayuga Inlet, 0.8 m); immediately cross another RR. and keep slightly to right with the most travel.
- 1.1 1.1 Fork of several roads; curve right on Cliff St. up long grade—good surface and fine views. Pass several roads on right and left, straight ahead through **Krum's Corner** (4-corners—5.5 m).
- 6.9 5.8 Irregular 4-corners; leave macadam by turning diagonally left—sign "Glen Springs." (In bad weather the longer way round through Trumansburg may be advisable; see Note "A," at the end of this route).
- 12.0 5.1 **PERRY CITY**, 4-corners (a few scattered houses only); straight through.
- 13.0 1.0 Curve left through 4-corners, sign "Watkins." crossing small iron bridge (13.6 m).
- 14.0 1.0 End of road; turn left.

Route 424

Ithaca, N. Y., Section

- 14.2 0.2 Cross iron bridge and at fork immediately beyond take the right-hand road—sign, "Watkins."
- 15.7 1.5 Meet road which comes in from the left and follow same—bad curves downgrade to small iron bridge (16.0 m).
- 16.4 0.2 Turn left, crossing small iron bridge (16.5 m).
- 16.6 0.2 **REYNOLDSVILLE**, very small village; turn right (at country store on right).
- 16.9 0.3 Turn (1st) left on better road, crossing 2 or 3 small bridges and passing several roads on right and left
- 20.7 3.8 **BENNETTSBURG**; straight through small village, crossing RR. at Burdett station (22.4 m).
- 22.7 2.0 Turn left into the main street of **BURNETT**, crossing dam (22.8 m).
- 23.4 0.7 Fork; take the right-hand road, beginning the descent of long winding grade—**Caution** for left curve (23.9 m).



Map of the principal routes between Ithaca and Watkins, N. Y.

- 24.6 1.2 Come into the road along the shore of Seneca Lake—continuing the descent; cross iron bridge (24.9 m).
- 25.2 0.6 Turn first right, across iron bridge and iron bridge Chemung Canal (25.8 m)—now on 4th St., Watkins; cross RR. (26.0 m) and pass park (on left) to center of
- 26.3 1.1 **WATKINS GLEN**, 4th & Franklin Sts.

To reach the **Glen Springs**, keep straight ahead on 4th St. to its end, turning right into Steuben St.; ascend steep grade to Glen Ave. (25.7 m), turning sharp left on road which winds through private grounds to the Glen Springs.

The Jefferson, 4th & Franklin Sts.

James J. Allen, Garage, Franklin & 2nd Sts.

For local map and points of interest, see page 610.

For diverging routes, see Index map, Watkins Glen Section, page 609.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Connection from the route already given, to go via Trumansburg (3.3 miles farther but preferred by some in bad weather, see map above. To

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Ithaca, N. Y., Section

Route 426

go this way do not turn diagonally left (at 6.9 m, in the preceding text), but continue straight ahead on the macadam through diagonal cross-roads (Jacksonville—8.1 m). Run through covered bridge (10.1 m); just beyond bear left on main road and continue straight ahead into the main street of Trumansburg (11.5 m).

Continue through the business center, taking left fork at brick hotel (11.7 m), down grade across small iron bridge (11.9 m), then straight ahead across iron bridge (14.4 m). Take the first right-hand road beyond the bridge (14.6 m), sign, "Watkins," curving right (15.7 m) to fork (16.2 m); take the left-hand road, with telegraph poles, crossing small iron bridge; cross another small iron bridge (17.5 m)—now on the Ithaca-Watkins route already given.

Set odometer at 14.2 m and follow previous running directions and distances balance of way to Reynoldsville, Burdett and Watkins; total distance to Watkins via Trumansburg, 29.6 miles.

Route 426—Ithaca to Geneva, N. Y.—49.4 m.

Route map, pages 625 & 639

Reverse route, No. 459

Out W. State St. and up long grade on Cliff St. into the Trumansburg Road; through TRUMANSBURG, SHELDRAKE, Hayts' Corners, and Romulus to GENEVA, connecting there with the Syracuse-Auburn-Geneva-Canandaigua line, making an Ithaca-Rochester route of 95.5 m, or the Syracuse-Auburn-Geneva-Canandaigua-Batavia-Buffalo line, making an Ithaca-Buffalo route of 154.5 m. Good roads practically all the way.

MILEAGES			
Total	Intermediate		
0.0	0.0	Ithaca , State & Aurora Sts. Start west on W. State St.—brick pavement; cross 2 RRs. (0.7 m) and iron bridge (Cayuga Inlet, 0.8 m); immediately cross another RR. and keep slightly to right with the most travel.	
1.1	1.1	Fork of several roads; curve right on Cliff St. up long grade—good surface and fine views. Pass several roads on right and left, straight ahead through Krum's Corner (4-corners—5.5 m).	
6.9	5.8	[At this mileage left-hand road goes to Watkins Glen via Perry City]; for Trumansburg and Geneva continue straight ahead through irregular 4-corners.	
8.1	1.2	Jacksonville ; straight through diagonal cross-road. Continue through covered bridge (10.1 m); just beyond bear left, direct into the main street of	
11.5	3.4	TRUMANSBURG ; keep to right of brick hotel in fork, leaving the town (left goes to Watkins Glen), ascending grade.	
14.3	2.8	Covert ; straight through small village.	
14.4	0.1	Fork (row of trees in the angle); take the left-hand road. through one cross-road (15.2 m).	
16.2	1.8	[At this mileage, road straight ahead goes into Interlaken—a good optional way to Shelldrake and Geneva, but longer.] Ordinarily turn right—sign, "Sheldrake," crossing RR. (16.6 m).	
18.4	2.2	[At this mileage—immediately before crossing small iron bridge—road from Interlaken joins from the left]; continue straight ahead across the bridge, bearing right (18.9 m)—downgrade, with fine view of Cayuga Lake.	

SECTION INDEX MAPS SHOW OUTLINES OF ROUTES
FOR LAYING OUT AN EXTENDED TOUR USE **GRAPHIC TRUNK-LINE CHART** AND ALL CONNECTIONS.

Route 426

Ithaca, N. Y., Section

- 19.3 0.9 Caution for sharp left turn along the lake.
- 19.6 0.3 [At this mileage pass **Kidders Ferry**, with boat connection across Cayuga Lake to Kings Ferry on east side.]
- 21.0 1.4 **The Sheldrake Springs** (on left).
- 21.4 0.4 **SHELDRAKE**; at center of village, turn left on winding road.
- 22.8 1.4 End of road; turn left and next right (22.9 m), straight ahead across RR. at **Sheldrake station** (on right—24.1 m).
- 25.7 2.9 Turn diagonally right on main road, straight ahead across RR. (28.3 m).
- 28.5 2.8 **HAYT CORNERS**; turn left at center of village—brick hotel on corner at the turn—crossing RR. (28.6 m).
- 30.2 1.7 Prominent 4-corners (road from Ovid comes in from the left); turn right.
- 31.6 1.4 Turn diagonally left, jogging left and immediately right through cross-road (32.2 m); bear right (32.8 m), picking up heavy line of telegraph wires.
- 34.4 2.8 **ROMULUS** (stone building on the corner); turn left.
- 36.5 2.1 Prominent but unmarked 4-corners; turn right with the heavy wires, straight ahead 3.9 miles.
- 40.4 3.9 4-corners, **MacDougall** (square red house and blacksmith shop at the turn); turn left.
- 41.4 1.0 End of road; turn right, following main road past right-hand road (43.1 m).
- 44.6 3.2 Fork (**Rose Hill**); turn diagonally left (not square left), shortly curving left to
- 45.9 1.3 End of road; turn right, straight ahead under RR. (46.7 m).
- 46.8 0.9 Avoid right-hand road—which goes to Auburn—by keeping left across iron bridge.
- 47.4 0.6 Fork; again keep to left, running into Lake St., Geneva. Continue on Lake St. along the upper end of Seneca Lake, crossing canal bridge and RR. (49.1 m).
- 49.2 1.8 Meeting trolley, turn left from Lake St. into Exchange St.
- 49.4 0.2 **GENEVA**, Exchange & Castle Sts.

Hotel Nester, Exchange & Seneca Sts.

The Kirkwood, Exchange & Castle Sts.

The Carrollton, 63 Seneca St., near S. Main St.

Dan Deegan's Cafe, 486 Exchange St.

Geneva Automobile Co., 145 Castle St.

Baker Bros. Garage, 39 Castle St.

For city map, see page 651.

This route now merges with the Syracuse-Auburn-Geneva-Canandaigua-Rochester line, No. 281. By setting odometer at 51.4 miles to correspond with that route, full running directions and odometer distances will be found balance of way to Canandaigua or Rochester. Total distance Ithaca to Rochester this way, 95.5 miles.

At Geneva connection is also made with the Syracuse-Auburn-Geneva-Canandaigua-Batavia-Buffalo line, No. 284. By setting odometer at 51.4 miles to correspond with that route, full running directions and odometer distances will be found balance of way to Canandaigua, Batavia and Buffalo (without going through Rochester). Total distance, Ithaca to Buffalo this way, 154.5 miles.

Route 429—Ithaca to Oneonta, N. Y.—102.7 m.

Route map, page 625

Reverse route, No. 275

Through Cornell University Campus and out the Dryden Road through Dryden to CORTLAND; extended to Cincinnatus, Pharsalis, NORWICH, Mt. Upton, Morris, W. Oneonta and Oneonta. Fair-to-good country road greater part of way; several stretches of disconnected macadam—some pieces likely to be under construction during 1910.

MILEAGES
Total Intermediate (For this and optional exits, see Ithaca city map, page 626.)

0.0 0.0 **ITHACA**, State & Aurora Sts.

Start east on E. State St., following trolleys up steep, winding hill; pass one line of car-tracks (on left at Stewart Ave.).

0.5 0.5 Turn left with one line of trolley on Eddy St.

0.8 0.3 Pass through gateway at end of Eddy St. and turn right.

0.9 0.1 Turn left across bridge over deep gorge—Cascadilla Creek—and ascend short, steep grade.

1.1 0.2 At 4-corners top of hill (gymnasium on right near corner), turn right into South Ave., crossing trolleys and keeping straight ahead when tracks leave, same thoroughfare, becoming the Dryden Road.

3.9 2.8 **Varna**; straight through small village, crossing RR. (4.3 m).

9.1 5.2 **Willow Glen**; straight through small village, following main-traveled road across iron bridge (11.1 m) and RR. (11.2 m).

11.6 2.5 **DRYDEN**, large church with steeple on corner; turn left.

12.6 1.0 (Straight ahead leads to McLean); turn diagonally right.

14.0 1.4 Go through cross-road, and at fork immediately beyond keep right with the macadam, shortly ascending steep grade. Follow direct, unmistakable road through diagonal cross-road (19.9 m) and across RR. (20.6 m) into Tompkins Ave., Cortland, straight ahead to end of same.

21.7 7.7 **CORTLAND**, Main, Tompkins & Port Watson Sts.

Cortland Hotel, Groton Ave. & Main St.

York Hotel, Main & Port Watson Sts.

City Cycle & Auto Co., Railroad St., near Main St.

Cortland Auto Co., Main St., just below Tompkins St.

SECOND PART, CORTLAND TO ONEONTA, N. Y.—81.0 m.

Via McGraw, Cincinnatus, Lower Cincinnatus, Pharsalia, NORWICH, Mt. Upton, Morris and West Oneonta. Fair-to-good country road greater part of way; several stretches of disconnected macadam.—Some pieces likely to be under construction during 1910.

Mileage started from "0" at Cortland as a convenience to tourists coming into Cortland-Oneonta trip from other directions.

MILEAGES
Total Intermediate (For this and optional exits, see Cortland city map, page 564.)

0.0 0.0 **CORTLAND**, Main & Port Watson Sts.

Start east on Port Watson St.—no trolleys; cross RRs. (0.5 m & 0.8 m) and iron bridge (1.2 m), picking up trolley (from left—1.3 m).

2.3 2.3 Leave trolley and dirt road by turning right on macadam.

Route 429

Ithaca, N. Y., Section

- 2.5 0.2 (Don't cross RR.); leave road straight ahead by turning left; cross (2.6 m), then ignore course of trolleys, following main-traveled road.
- 4.7 2.2 **McGRAW**; straight through, still ignoring the trolley.
- 8.9 4.2 Fork (immediately after crossing small bridge at hamlet of **Solon**); take the left-hand road—upgrade.
- 10.3 1.4 Fork; take the right-hand road.
- 11.4 1.1 Curve sharp left, and next right (11.6 m); descend long steep grade (16.0 m)—fine views!—crossing iron bridge (16.8 m).
- 17.0 5.6 **CINCINNATUS**, hotel on left-hand corner; turn right.
- 17.7 0.7 **LOWER CINCINNATUS**; turn left, past several roads on right and left.
- 24.4 6.7 Fork; take the left-hand road.
- 25.0 0.6 **PHARSALIA**, country store on right; turn right, straight ahead on main road, avoiding right-hand road (27.1 m).
- (Reported—1909—that macadam will be laid on this stretch during 1910; if closed, inquire locally for the best way to Norwich, picking up the schedule at that point.)
- 27.9 2.9 Turn right (into the road which comes down from South Otselie).
- 28.8 0.9 Immediately after crossing small wood bridge, turn left on narrow road, crossing concrete bridge (29.2 m).
- 30.4 1.6 **NORTH PHARSALIA**; straight through small village, crossing several small bridges next few miles.
- 33.5 3.1 Take the left-hand road, crossing small wood bridge. Cross iron bridge (35.6 m), and bear right with main road (36.8 m); cross iron bridges (37.1 m & 37.3 m)—“S-curves” (37.5 m).
- 38.4 4.9 Turn right across iron bridge, keeping left on macadam at fork immediately beyond.
- 41.5 3.1 Cross iron bridge (**caution**) and immediately turn square right, same thoroughfare becoming Plymouth St., Norwich.
- 42.2 0.7 End of Plymouth St.; turn left on Cortland St and next right (42.3 m) into Canasawaeta St.
- 42.4 0.2 Turn (first) left on Henry St.
- 42.8 0.4 End of Henry St.; turn right into Broad St.
- 42.9 0.1 **NORWICH**; Broad & Main Sts., fountain in center of Broad St. Turn left on Main St., crossing D., L. & W. RR. (43.0 m).
- 43.2 0.3 Turn right on Birdsall St.
- 43.8 0.6 End of Birdsall St.; turn left across RR., iron bridge (43.9 m) and a second RR. (44.1 m).
- 44.3 0.5 End of road; turn right.
- 44.6 0.3 Turn (next) left, crossing small iron bridge (44.7 m).
- 44.9 0.3 Fork; take the right-hand road and begin long winding ascent. Pass left-hand road (46.3 m) and continue to ascend, descending lesser grade (46.5 m).
- 48.1 3.2 Turn right with the best road; thence direct but winding for 4 miles.

Ithaca, N. Y., Section

Route 431

- 52.1 4.0 At 4-corners immediately after crossing RR., turn right—same thorofare becoming Main St., Mt. Upton.
- 54.7 2.6 **MT. UPTON**; turn left across iron bridge (54.8 m), straight ahead through prominent 4-corners (57.3 m)—“S-curves” (57.4 m).
- 59.8 5.1 **GILBERTSVILLE**; straight through on main road, avoiding right-hand road (59.9 m—leads to Maple Grove). Follow macadam past Morris High School (on left—66.7 m) into Main St.
- 66.9 7.1 **MORRIS**, central 4-corners: turn right on Broad St., crossing iron bridge (Butternut Creek—67.3 m).
- 67.4 0.5 Turn next left beyond bridge; cross small wood bridge (68.4 m), and ascend very winding grade—sharp curve (69.5 m).
- 70.0 2.6 Fork; take the right-hand road (left leads to Laurens). Follow main road through hamlet of W. Laurens (71.5 m)
- 77.1 7.1 **WEST ONEONTA**, central 4-corners; turn left, crossing trolley (77.3 m) and iron bridge (77.6 m).
- 78.0 0.9 End of road; turn right, picking up and following trolley (balance of way into Oneonta). Continue straight ahead through prominent 4-corners (79.0 m—where the route from Binghamton comes in from the right), curving right with Chestnut St., (80.6 m) to end of same at Main St.,
- 81.0 3.0 **ONEONTA**, Main & Chestnut Sts., business center.

Butt's Fire-proof Garage, 240 Main St.

For city map see Oneonta Section, page 464.

For diverging routes, see Index map, Oneonta Section, page 463.

For through connections, see Trunk-line Index map, page 1B.

Route 431—Ithaca to Binghamton, N. Y.—53.5 m.

Route map, page 625

Reverse route, No. 365

Out S. Aurora St. through Danby, Wilseyville and Candor to OWEGO, crossing the Susquehanna at Owego, and following the main route on the south side of that river balance of way to Binghamton. Good dirt road greater part of the way; some macadam (gradually extending).

MILEAGES (For this and optional exits, see Ithaca city map, page 626.)
Total Intermediate

0.0 0.0 **ITHACA**, State & Aurora Sts.

Start south on S. Aurora St., which follow up steep hill (nearly one mile long), direct on main-traveled road

- 6.3 6.3 **DANBY**; direct through small village.
- 13.4 7.1 **Wilseyville**; turn right, crossing RRs. (13.8 m & 14.5 m).
- 18.2 4.8 Turn right across bridge over creek into
- 18.4 0.2 **Candor**; continue nearly straight ahead out of town, crossing iron bridge (18.9 m).
- 19.0 0.6 End of road; turn right—straight ahead on main road for several miles, passing **Catatunk P. O.** (on right—24.4 m) and crossing RR. (27.1 m).
- 27.2 8.2 Cross iron bridge and immediately turn right on macadam, which becomes North St., Owego, crossing RR. (28.6 m).

Route 433

Ithaca, N. Y., Section

- 28.9 1.7 **OWEGO**; end of North Ave. at Main St.
The Ahwaga, Front & Church Sts.
The New O-we-go, Main & Lake Sts.
Owego Motor Car Co.'s Garage.
- 28.9 0.0 On through trips without stop, turn right on Main St. and next left on Court St., passing park (on right).
- 29.0 0.1 Jog right and immediately left across Front St., crossing long bridge over Susquehanna River and RR. (29.1 m).
- 29.2 0.2 Turn left on macadam—now on the Elmira-Binghamton through line; cross RR. (32.7 m) and bridge over RR. (36.1 m), bearing left immediately beyond.
- 37.0 7.8 **APPALACHIN**; straight through small village. Cross 2 bridges (37.6 m) and RR. (41.2 m) to
- 43.2 6.2 End of road, **VESTAL**, country store on left; turn left, crossing RR. (43.6 m) Keep to left (43.7 m) across long iron bridge (43.9 m) over the Susquehanna River.
- 44.0 0.8 End of road; turn right, straight ahead through Endicott (44.3 m). Cross RR. (47.5 m)—**caution** for dangerous right turn under RR. (48.6 m); care should now be taken not to run past right-hand road 0.6 mile beyond.
- 49.2 5.2 Immediately after crossing iron bridge, turn right, leaving trolleys (straight ahead through Lestershire is a shorter but poorer way). Cross RR. (49.6 m), following the macadam into Riverside Drive, Binghamton.
- 52.6 3.4 End of Riverside Drive; turn left into Front St.
- 53.0 0.4 Meet trolleys, turn right and follow same across bridge over the Chenango River into Court St.
- 53.5 0.5 **BINGHAMTON**, Court House on right, center of city.
The Arlington, Chenango & Lewis Sts., opposite RR. stations.
The Bennett, State, Washington & Henry Sts.
Binghamton Motor Car Co., 172 State St.
 For city map, see page 553.
 For diverging routes, see Index map, Binghamton Section, page 551.

Route 433—Syracuse-Cortland-Ithaca, N. Y.—57 m.

Route map, page 625

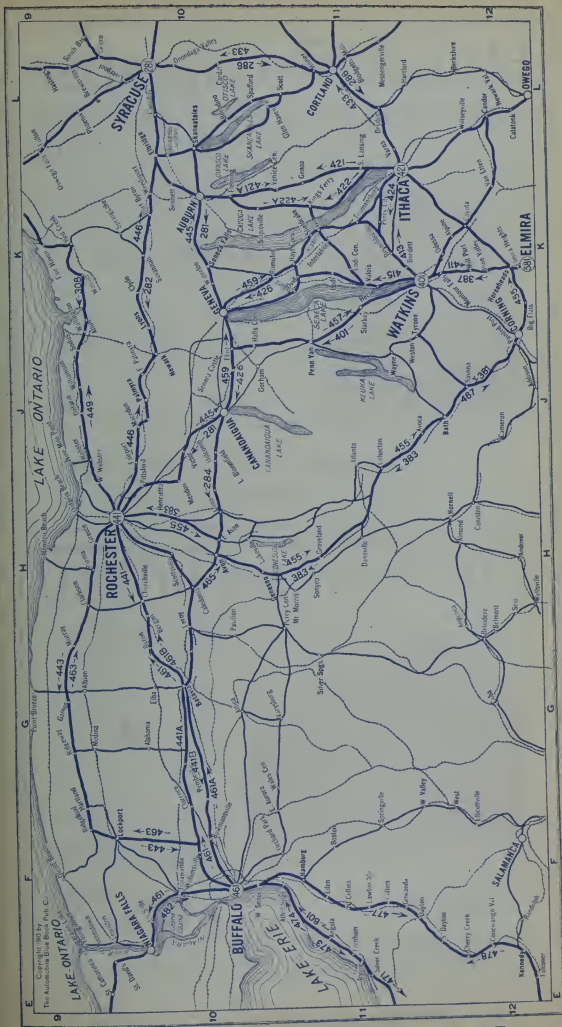
Reverse route, No. 286

Branching from the Syracuse-Binghamton line at Cortland (35.3 m), thence nearly west through Dryden, entering Ithaca by the Dryden Road and Cornell University grounds, making a Syracuse-Ithaca route of 57.0 miles. Good roads most of the way.

The running directions making up this route are given in full elsewhere in this volume, and are therefore covered here by references only.

(1) See Route 358—the Syracuse-Binghamton line—for full running directions and odometer mileages, through Onondaga Castle (5.6 m), Cardiff (12.3 m) and Homer (32.5 m) to Cortland (35.1 m). Continue through on Main St., Cortland, to the mileage 35.3 m, where turn right into Tompkins St.

(2) See the Cortland-Ithaca route (second part of the Oneonta-Ithaca route), No. 275. By setting the odometer back to "0", at Main & Tompkins Sts., full running directions and distances will be had balance of way through Dryden to Ithaca. Total distance, Syracuse to Ithaca this way 57.0 miles.



ROCHESTER GRAPHIC INDEX MAP

Hotel Rochester

====Rochester, N. Y.====

RATES \$1.50 PER DAY AND UPWARDS



Official Headquarters for the
Automobile Club of America.

United States Garage is adjacent to the hotel.

Almost every room with bath, making it especially desirable for automobile parties.

William D. Horstmann,
Manager

NATIONAL HOTEL CO., PROPRIETORS

GEORGE W. SWEENEY, Pres.

THE POWERS HOTEL



**ROCHESTER,
NEW YORK**



Absolutely Fireproof.

Opposite the Four Corners.
(See City Map)

**Headquarters for Automobile Tourists and Official
Hotel of the A. A. A.—Garage Attached**

350 rooms, almost all with tub bath or shower.

European plan—\$1.50 and up.

Restaurant, Rathskeller, Arbor and Hunt Rooms. Cuisine of acknowledged excellence.

MESSNER & SWENSON, Proprietors

ROCHESTER, N. Y., SECTION

ROUTES 441 TO 460

Route 441—Rochester to Buffalo, N. Y.—73.7 m.

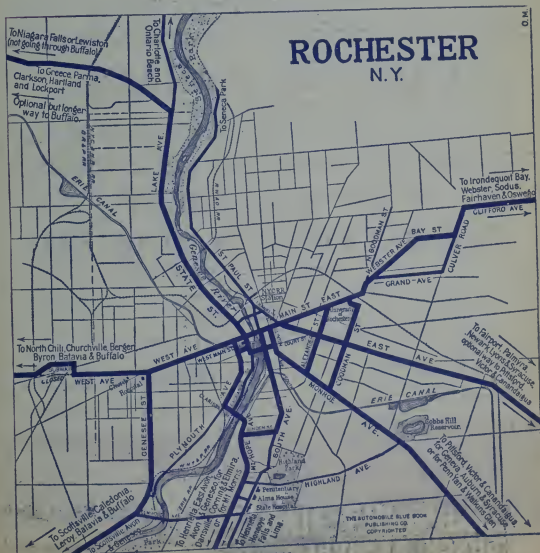
Reverse route, No. 461

Out West Main St. and West Ave., through Churchville, Bergen and Byron to BATAVIA; thence through Pembroke, Clarence and WILLIAMSVILLE, entering Buffalo by Main St. Macadam practically throughout, with an occasional unimproved stretch. See also, "TWO FREQUENTLY USEFUL OPTIONS ON THE ROCHESTER-BATAVIA-BUFFALO ROUTE," pages 644-646.

MILEAGES

MILEAGES
Total Intermediate

- | 0.0 | 0.0 | intermediate |
|-----|-----|--|
| | | ROCHESTER , Main, State & Exchange Sts., business center. Start west on W. Main St., crossing iron bridge over Erie Canal (0.3 m) into West Ave. |
| 1.3 | 1.3 | Large church in fork; take right, following the trolley. |
| 2.0 | 0.7 | Leave direct road (closed to autos), by turning right on Kossuth Ave.—away from car-tracks—into new macadam. Pass under RR. subway (2.2 m), and immediately turn left with the new road. |
| 2.8 | 0.8 | Meeting trolley again, turn right and follow tracks under RR.; cross iron bridge (3.2 m) and continue on wide macadam for several miles. |



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ROCHESTER'S NEW FIREPROOF HOTEL
European Plan

350 Rooms Absolutely Fireproof.

300 Baths and Showers.

First Class Service, Cuisine Unexcelled. Music from 6 to 8 p. m. and after Theatre.



Headquarters
Automobile Club of
Rochester, with
Touring and Road
Information on File.
Garage in Connection.

SENECA HOTEL COMPANY, Proprietors
A. M. WOOLLEY, Manager

CARLTON GARAGE

ROCHESTER, N. Y.

In connection with Seneca Hotel No Garage Trouble Here

HILTS & KENNEDY

PROPRIETORS OF

THE BATAVIA MACHINE CO.

2-4-6 MAIN STREET, OPP. COURT HOUSE

Special attention will be given to the
AUTOMOBILE TRADE

AUTOMOBILE REPAIRS AND SUNDRIES

Both 'Phones Bell 3214
Home 120

Batavia, N. Y.

TRUFFAULT-HARTFORD SHOCK ABSORBER

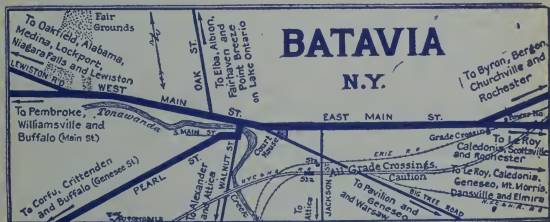
Stops
the shocks to
machine and pocketbook

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Rochester, N. Y., Section

Route 441

- 10.4 7.6 Straight through hamlet of North Chili.
- 10.6 0.2 Fork; keep to right (nearly straight ahead), leaving telegraph poles, thence direct on main road, crossing iron bridge (14.6 m).
- 14.7 4.1 **CHURCHVILLE**; straight through small village. Cross RR. (15.2 m) and bridge over RR. (16.8 m).
- 17.5 2.8 Fork; keep to right with the best road.
- 18.1 0.6 **BERGEN**; straight through, following along N. Y. C. RR.—caution for sharp left curve (19.1 m) and sharp right (19.3 m)—very dangerous grade crossing—4 tracks (19.9 m).



Map showing routes through Batavia, N. Y., corresponding to directions for entering and leaving given in the Blue Book routes.

- 24.7 6.6 **BYRON**; direct through small village.
- 25.6 0.9 Prominent 4-corners, with Auto Club sign; turn square left.
- 29.8 4.2 End of road; turn left.
- 30.5 0.7 Fork; bear right with the best road, curving left (31.0 m).
- 31.7 1.2 Again bear right with the best road. Pick up trolley (33.5 m), and turn right with same into East Main St.
- 34.5 2.8 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

For the alternate way from Batavia to Buffalo via Corfu and Bowmansville—2.7 miles shorter and equally good except for a relatively short stretch in or after wet weather—see separate head, route 441B. By setting odometer at 0 at center of Batavia to correspond with that route, full running directions and odometer mileages will be had all the way into Buffalo.

For the usual route to Buffalo, continue straight ahead through the city, past Fair Grounds (on right—35.5 m). Pass right-hand road (35.6 m—sign, "Oakfield 6½ m"), crossing iron bridge (38.4 m—Tonawanda Creek).

- 41.1 6.6 **E. Pembroke**; straight through, crossing RR. (43.9 m—poor view on right).
- 47.7 6.6 **Pembroke**; direct through small village.
- 55.6 7.9 **CLARENCE**; straight through, crossing RRs. (55.7 m & 57.7 m)—road from Lockport comes in from the right (61.4 m).

Route 441A

Rochester, N. Y., Section

- 63.9 8.3 **WILLIAMSVILLE**; straight through suburban village, picking up trolleys (which are followed balance of way into Buffalo). Pass under RR. (64.4 m), and continue through two small settlements (Snyder and Eggertsville; speed traps, 1909). Run under RR. and cross tracks (68.8 m); cross bridge over RR. (69.8 m) and Humboldt Parkway of the Buffalo Park system (70.4 m).
- 73.1 9.2 **Teck Theatre Bldg.** on right (**Automobile Club of Buffalo** on 2nd floor).
- 73.7 0.6 **BUFFALO**, Main & Court Sts. (Lafayette Park and Monument on left).

Iroquois Hotel, Main & Eagle Sts. **Lafayette Hotel**, Lafayette Sq.
Hotel Statler, Washington & Swan Sts.

Hotel Touraine, Delaware Ave. & Johnson Park.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

Buffalo Motor Sales Co., 437 Pearl St., **Stock Michelin Tires**

Poppenburg Auto Co., 672-674 Main St., **Stock Michelin Tires.**

For city map and points of interest, see Buffalo Section, page 667.

For diverging routes, see Index map, Buffalo Section, page 665.

For through connections, see Trunk-line Index map, page 1B.

Route 441A—Rochester to Batavia—37.7 m.

Route map, below

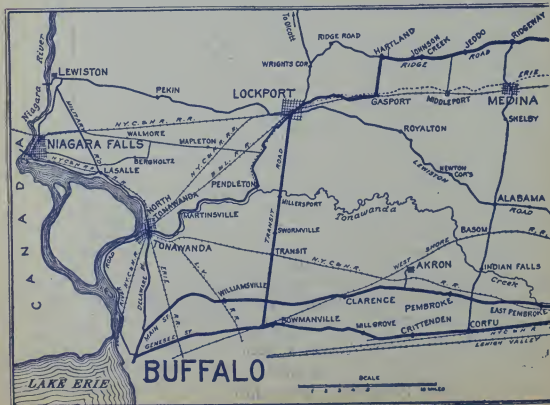
Reverse route, 461B

Frequently useful option on the Rochester-Batavia-Buffalo Route.

(1) *Rochester to Batavia via Scottsville, Caledonia and Leroy*; (2) *Batavia to Buffalo via Corfu and Bowmansville, entering Buffalo by Genesee St.*

MILEAGES (For this and optional exits, see Rochester city map, page 641.)
 Total Intermediate
 0.0 0.0 **ROCHESTER**, Main & State Sts., business center.

Start west on W. Main St., crossing iron bridge over Erie Canal (0.3 m) into West Ave.



Map of the main-traveled lines between

HOTEL STATLER

BUFFALO, N. Y.

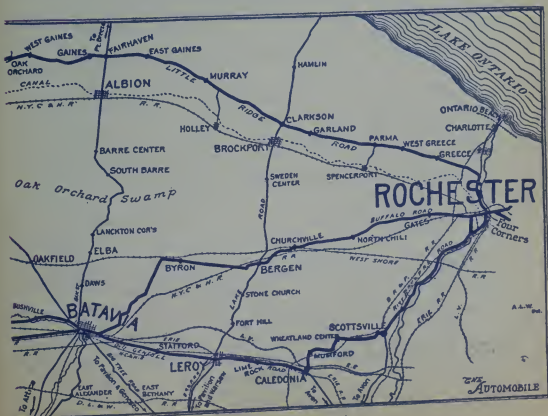
"THE COMPLETE HOTEL"

Appeals to the Man Touring with His Family Because
Every room has its own private bath. Rates more reasonable than usually charged at houses of its class. Nothing better anywhere at any price.
300 ROOMS—300 BATHS—"Circulating Ice Water in all Rooms"

EUROPEAN PLAN—\$1.50 PER DAY UP

Best Restaurant and Cafe Service in the City

- 1.2 1.2 Turn square left with one line of car-tracks into Genesee St. (St. Mary's Hospital at the turn).
- 2.9 1.7 Leave trolleys by keeping to right on heavily-traveled macadam, crossing RR. (3.7 m). -Straight ahead over RR. (5.1 m) and RR. and iron bridge (5.9 m), thence on winding but unmistakable road along the Genesee River—caution for dangerous RR. crossing (11.2 m).
- 12.7 9.8 **SCOTTSVILLE**; do not cross bridge, but turn right with the macadam (Automobile Club sign at the turn).
- 13.2 0.5 Immediately after crossing small iron bridge, turn left (brick church on left at the turn).
- 13.5 0.3 Fork; keep right with telegraph poles, straight ahead past **Garbutt station** (on left—15.1 m).
- 16.4 2.9 End of road near brick house; turn left.
- 16.9 0.5 Turn (first) right with telegraph poles (road house on left before the turn).



Rochester and Buffalo, showing the numerous options.

Route 441B

Rochester, N. Y., Section

- 18.5 1.6 Turn left, across two small bridges, bearing slightly right (18.7 m).
- 19.3 0.8 4-corners, center of **Mumford**; turn left. Cross RR. (19.5 m), run under RR. (20.3 m) and cross RR. (20.4 m).
- 20.7 1.4 **CALEDONIA**, Soldiers' Monument and Masonic Temple at the central 4-corners; turn square right on Main St. Cross RRs. (22.2 m & 22.8 m), thence direct through hamlet of Lime Rock (24.3 m), crossing stone bridge (27.7 m) into Main St.,
- 27.8 7.1 **LEROY**; straight through center of town, crossing RRs. (28.4 m & 31.5 m).
- 32.0 4.2 **STAFFORD**; direct through small village, crossing bridge over RR. (35.1 m). **Caution** for dangerous RR. crossing (36.2 m), again crossing RR. (36.6 m).
- 36.7 4.7 Pick up trolley and follow it into East Main St.
- 37.7 1.0 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

Coming into Batavia this way and continuing to Buffalo, either (1) refer to the preceding route and set odometer at 34.5 m for running directions and mileages balance of way (39.2 m) via Clarence and Williamsville; or (2) put odometer back to 0.0 and continue to Buffalo via the following paragraphs, running through Corfu and Bowmansville, entering Buffalo by Genesee St. (2.7 miles shorter and equally good except for a relatively short stretch east of Corfu, which is heavy traveling in or after wet weather).

Route 441B—Batavia to Bowmansville—Buffalo—36.5 m.

Route map, page 668

Reverse Route, No. 461A

MILEAGES
Total Intermediate

(Map of Batavia, page 643.)

- 0.0 0.0 **BATAVIA**, Main St., business center. Start west on Main St., taking care not to go more than 1-10 mile past the Court House (on left).
- 0.3 0.3 Leave Main St. and trolleys by turning left on Walnut St. across iron bridge (Tonawanda Creek), and immediately right on S. Main St.
- 0.4 0.1 Fork; keep left on Pearl St., crossing RR. (1.7 m) and iron bridge (5.5 m).
- 11.6 11.2 **CORFU**; direct through small village. Pass road on left (13.9 m), and continue through diagonal cross-road (**Crittenden**—15.8 m).
- 18.1 6.5 Prominent fork; take the right-hand road, leaving the wires—direct through hamlet of **Mill Grove** (19.3 m).
- 25.4 7.3 Fork; keep to left with the best road.
- 26.2 0.8 **BOWMANVILLE**; direct through small village, crossing iron bridge (26.3 m).

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Don't run them down—
get a **KLAXON**



See page 14

Rochester, N. Y., Section

Route 443

- 27.6 1.4 **Caution** for "S-curve" over RR. tracks; pass under RR. (27.8 m), and continue through tollgate (31.1 m—5c toll).
- 31.5 3.9 Pick up trolleys (following same balance of way into Buffalo); cross RRs. (32.7 m & 33.1 m), and pass under RR. (33.8 m). Continue straight ahead on Genesee St. (34.1 m—leaving one line of trolleys to right).
- 36.3 4.8 **Genesee & Main Sts.**; turn left into Main St.
- 36.5 0.2 **BUFFALO**, Main & Court Sts., business center, Lafayette Park & Monument on left.

The Genesee, Main & Genesee Sts.

Hotel Touraine, Delaware Ave. & Johnson Park.

Lafayette Hotel, Lafayette Sq.

Hotel Statler, Washington & Swan Sts.

Iroquois Hotel, Main & Eagle Sts.

Centaur Motor Co., 59 Franklin St.

For city map and points of interest, see Buffalo Section, page 667.

For diverging routes, see Index map, Buffalo Section, page 665.

For through connections, see Trunk-line Index map, page 1B.

Route 443—Rochester to Buffalo, N. Y.—89.8 m.

Route map, page 645

Reverse route, No. 463

Alternate route via the Ridge Road and LOCKPORT; thence down the Transit Road, entering Buffalo via Williamsville and Main St. Wide, unimproved road greater part of the way to Lockport; macadam Lockport to Buffalo.

This is not much used as a Rochester-Buffalo route, and yet surprisingly good time can be made over it, considering the additional 16.1 miles. From the appearance of the Ridge Road, it would seem slow—and it is not to be compared with macadam; but the towns en route are few and small, and the running is much better than it looks. Aside from its principal use as a Rochester-Lockport route, there is a considerable amount of travel through Lockport to Lewiston, Niagara Falls, etc., without going through Buffalo.

MILEAGES Total Intermediate

(For this and other exits, see Rochester city map, page 641.)

- 0.0 0.0 **ROCHESTER**, Main & State Sts., business center. Start nearly north on State St., passing under RR. (0.3 m) into Lake Ave. (0.9 m), following the car-line.
- 3.0 3.0 Leave trolleys by turning left on macadam (Automobile Club sign at the turn), past Kodak plant (on right). Cross RR. (4.1 m), and continue straight ahead on the Ridge Road for 52.8 miles.
- 6.5 3.5 **GREECE**; straight through small village, and through hamlet of **West Greece** (9.5 m).
- 11.6 5.1 **PARMA**; direct through small village.
- 16.6 5.0 **GARLAND**; straight through small village.
- 18.6 2.0 **CLARKSON**; straight through small village.
- 25.3 6.7 **MURRAY**; direct through small hamlet, following the Ridge Road through **East Gaines** (30.1 m) and Childs (formerly Fairhaven, 33.0 m).
- 34.2 8.9 **GAINES**; straight through small village, crossing iron bridge (Oak Orchard Creek) at **Oak Orchard** (40.2 m).

Route 443

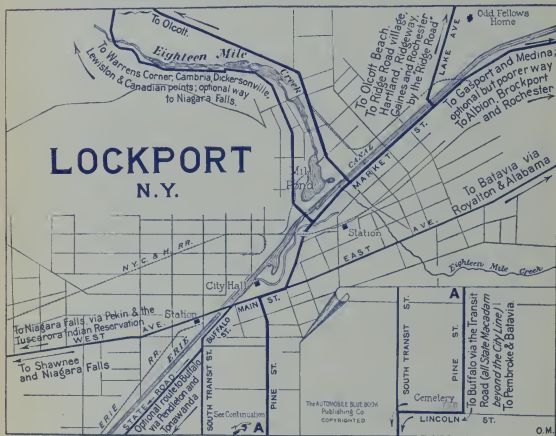
Rochester, N. Y., Section

- | | | |
|------|-----|---|
| 43.5 | 9.3 | RIDGEWAY ; straight through, following same road through Jeddo (47.0 m) and Johnson Creek (50.0 m). |
| 53.1 | 9.6 | HARTLAND ; straight through small village (left-hand road for Gasport and optional way to Lockport). |
| 56.9 | 3.8 | RIDGE ROAD VILLAGE ; turn left (right-hand road goes to Olcott Beach and other points in Lake Ontario). Continue through Wrights Corners (59.6 m) and cross iron bridge (60.7 m), same thoroughfare becoming Lake Ave. on the outskirts of Lockport. Pass right-hand road (62.1 m) by following Lake Ave. under RR. (62.2 m) and over canal bridge (62.3 m). |
| 62.3 | 5.4 | Immediately after crossing canal bridge turn right into E. Market St.; pick up trolleys and ascend grade, running under RR. (63.0 m). Bear right with trolleys on Main St. (Farmers & Mechanics Bank on left-hand corner—63.4 m), to Pine St. (National Exchange Bank on the right-hand corner). |

- 53.1 9.6 **HARTLAND**; straight through small village (left-hand road for Gasport and optional way to Lockport).

- 56.9 3.8 **RIDGE ROAD VILLAGE**; turn left (right-hand road goes to Olcott Beach and other points in Lake Ontario). Continue through Wrights Corners (59.6 m) and cross iron bridge (60.7 m), same thoroughfare becoming Lake Ave. on the outskirts of Lockport. Pass right-hand road (62.1 m) by following Lake Ave. under RR. (62.2 m) and over canal bridge (62.3 m).

- 62.3 5.4 Immediately after crossing canal bridge turn right into E. Market St.; pick up trolleys and ascend grade, running under RR. (63.0 m). Bear right with trolleys on Main St. (Farmers & Mechanics Bank on left-hand corner—63.4 m), to Pine St. (National Exchange Bank on the right-hand corner).



Map showing routes through Lockport, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

- 63.5 1.2 **LOCKPORT**, Main & Pine Sts. (For **Whitmore's Garage**, continue straight ahead across the canal.)

Turn left on Pine St. straight ahead to end of same at Lincoln Ave.

- 64.5 1.0 Turn right on Lincoln Ave. to end of same.

- 64.7 0.2 Turn left on S. Transit St.—macadam balance of way to Buffalo; cross iron bridge and run through 4-corners at Millersport (69.5 m). Straight ahead through Swormville (72.6 m), crossing RR. (74.0 m) to prominent 4-corners.

- 77.6 12.9 Junction with the Batavia-Buffalo Road; turn right on macadam.
- 80.1 2.5 **WILLIAMSVILLE**; straight through suburban village, picking up trolleys (which are followed balance of way into Buffalo). Pass under RR. (80.6 m), and continue through two small settlements (Snyder and Eggertsville; speed traps, 1909). Run under RR. and cross tracks (84.9 m); cross bridge over RR. (85.9 m) and Humboldt Parkway of the Buffalo Park system (86.5 m).
- 89.1 9.0 **Teck Theatre Bldg.** on right (**Automobile Club of Buffalo** on 2nd floor).
- 89.8 0.7 **BUFFALO**, Main & Court Sts. (Lafayette Park and Monument on left).

Hotel Statler, Washington & Swan Sts.

Hotel Touraine, Delaware Ave.

Lafayette Hotel, Lafayette Sq.

Iroquois Hotel, Main & Eagle Sts.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

For city map, see Buffalo Section, page 667.

For diverging routes, see Index map, Buffalo Section, page 665.

Route 445—Rochester to Syracuse, N. Y.—97.5 m.

Route map, page 650

Reverse route, No. 281.

Out E. Main St., Clinton Ave. S., and Monroe Ave. to Pittsford, Mendon, Victor and CANANDAIGUA; thence nearly east to GENEVA, Waterloo, Seneca Falls and AUBURN, continued through Sennett, Elbridge and Camillus into W. Genesee St., Syracuse.

This is the most-used route between Rochester and Syracuse, though several miles longer than the corresponding line via Fairport, Palmyra, Newark, Lyons, Clyde and Weedsport. Roads mostly macadam, the principal exception being 10 miles between Geneva and Seneca Falls; this stretch is a disgrace to the localities through which it runs, and is the largest single factor in sending a considerable amount of travel around by the upper road.

However, the "Free Bridge" over the Seneca River (between Seneca Falls and Auburn), which was in a dangerous condition for several years—and for a long time closed—is now repaired and safe. Tourists running between Rochester and Syracuse may take this route (or the upper line, route 446), with about equal results; when making the round trip, the Blue Book suggests going one way and returning the other.

(For this and optional exits, see Rochester city map, page 641.)

MILEAGES

Total Intermediate

- | | | |
|-----|-----|---|
| 0.0 | 0.0 | ROCHESTER , Main, State & Exchange Sts., business center. Start nearly east on E. Main St., with trolley. |
| 0.4 | 0.4 | Turn right with one line of trolley into Clinton Ave. South. |
| 0.7 | 0.3 | Fork of streets and car-tracks; bear left into Monroe Ave.—stone block pavement, then asphalt, brick and macadam. Cross bridge over canal (1.9 m), straight ahead through "12-corners" (3.3 m); ignore trolleys beyond this point, following direct macadam over canal bridges (4.4 m & 6.6 m) and RR. (6.7 m) into |
| 7.0 | 6.3 | PITTSFORD , central 4-corners; turn right on Main St., straight out of town. |



Map of main-traveled lines between Rochester

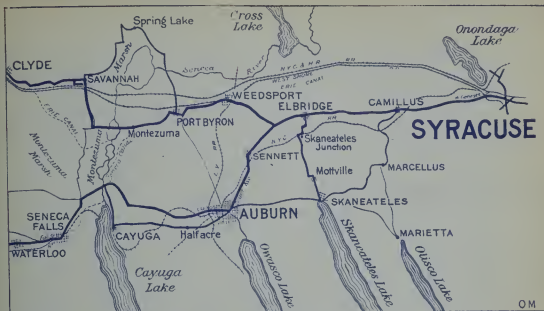
- 8.1 1.1 Fork; take the left-hand road, following the macadam over RR. (13.7 m) into
- 13.8 5.7 **MENDON**, central 4-corners; turn square left, across small iron bridge (13.9 m) into stretch of dirt road (1909). Shortly run onto macadam (which extends balance of way to Canandaigua); curve sharp left (17.3 m) over RR. and trolley (17.4 m) and RR. again (17.7 m).
- 17.8 4.0 End of road; turn right.
- 19.2 1.4 **VICTOR**; straight through small village.
- 20.0 0.8 Turn right over RR. bridge and iron bridge, turning left with macadam immediately beyond.
- 22.4 2.4 Turn right (straight ahead goes to Manchester), through prominent 4-corners (23.1 m), crossing trolley and RR. (24.2 m). Again cross RR. (27.7 m) and pick up car-tracks (from left—28.1 m); same thoroughfare becomes Main St. N., which follow across N. Y. C. RR., center of
- 29.4 7.0 **CANANDAIGUA**, Main St., business center.
 Flannigan's Restaurant, east side of Main St.
 Canandaigua House, adjoining N. Y. Central station.
 The New Webster, Main & South Sts.
 Canandaigua Garage, 221 Main St., South.
 Canandaigua Auto Shop, 30 Ontario St.
- 29.4 0.0 Straight ahead on Main St., to end of same at Canandaigua Lake.
- 30.3 0.9 Leave trolleys by turning left on the main-traveled road, straight ahead for several miles.
- 36.9 6.6 Pass under RR. at small village of **Hopewell**.

Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart



and Syracuse, showing the numerous options.

- 38.9 ~ 2.0 Pass under RR. at small village of **Flint**; straight ahead across RR. (42.2 m).
 44.0 5.1 4-corners (stone wall on left); turn left.
 44.2 0.2 Turn right into road which becomes Washington St.
 45.6 1.4 End of Washington St. at small park; turn left into Park Place, turning right along end of park to Main St.
 45.7 0.1 Turn left into Main St.
 45.9 0.2 Turn right into Castle St.
 46.1 0.2 **GENEVA**, Castle & Exchange Sts.

The Carrollton, 63 Seneca St., near S. Main St.

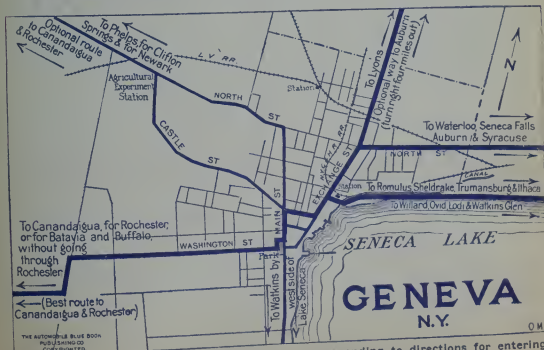
The Kirkwood, Exchange & Castle Sts.

Hotel Nester, Exchange & Seneca Sts.

Dan Deegan's Cafe, 486 Exchange St.

Baker Bros. Garage, 39 Castle St.

Geneva Automobile Co., 145 Castle St.

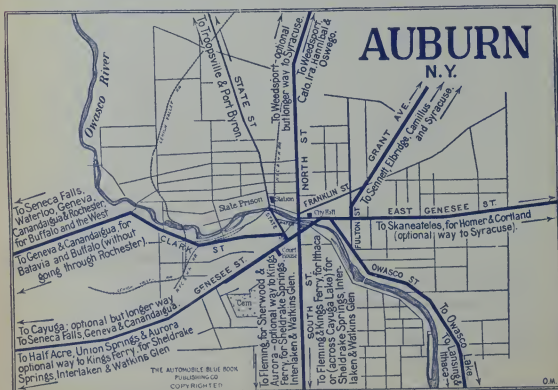


Map showing routes through Geneva, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 445

Rochester, N. Y., Section

- 46.1 0.0 Turn left on Exchange St., following trolleys across RR. (46.3 m).
- 46.7 0.6 **Exchange & North Sts.**; turn right on E. North St., passing under RR. (47.2 m). Cross RRs. (47.7 m & 47.8 m), thence on direct but bad road (1909) into
- 53.0 6.3 **WATERLOO**; straight through center of town, following trolleys, with several crossings of same, all way into Fall St.,
- 56.6 3.6 **SENECA FALLS**, Fall & State St.
Hoag House, on left.
- 56.7 0.1 Turn left from Fall St. into Cayuga St., crossing RR. (57.0 m).
- 57.3 0.6 Fork; take the right-hand road.
- 59.7 2.4 End of road; turn right across the Montezuma Marshes—in wet weather it may be advisable to put on chains for about 2 miles. Cross "Free Bridge" over the Seneca River (61.7 m) and Cayuga & Seneca Canal (62.0 m), then straight ahead through prominent 4-corners (62.1 m, right-hand road goes to Cayuga and Union Springs).
- 64.3 4.6 4-corners; turn left with the macadam, which follow across RR. (67.3 m) and through 4-corners with many signs (68.6 m). Cross stone bridge and RR. (69.9 m) into Clark St., Auburn; avoid left-hand road which crosses the river by keeping right on Clark St. to end of same.
- 71.6 7.3 **AUBURN**, Clark & State Sts.
Osborne House, State & Water Sts., one block to left.
Auburn Automobile Co., Water St. near Osborne House.
Turn right (71.6 m) on State St. to end of same at Genesee St.



Map showing routes through Auburn, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Rochester, N. Y., Section

Route 446

- 71.7 0.1 Turn left into Genesee St., straight ahead across RR. and small bridge (Owasco River—71.9 m) into E. Genesee St.
- 72.1 0.4 Turn left into Fulton St.
- 72.2 0.1 Turn (1st) right into Grant Ave., which follow all the way out of the city. Cross RR. (75.7 m).
- 76.7 4.5 **SENNETT**; turn right at 4-corners, straight ahead on main road, slowing down for autotrap entering
- 82.0 5.3 **ELBRIDGE**; straight through small village.
- 88.9 6.9 **Caution** (Automobile Club of Syracuse warning sign); bear right down steep winding grade—good control essential.
- 89.2 0.3 **CAMILLUS**; straight through small village, crossing iron bridge. Cross RR. at **Camillus station** (89.6 m) and ascend steep winding grade; road is now up and down grade direct into W. Genesee St., Syracuse. Cross RR. (95.8 m), and canal bridge, passing under RR. (95.9 m).
- 96.0 6.8 Fork; leave trolleys to right by keeping left on W. Genesee St., past St. Joseph's Hospital (on left). Pick up trolley (97.1 m) and follow same across RR. (97.3 m).
- 97.4 1.4 Turn right from W. Genesee St. into Salina St., crossing lift bridge over Erie Canal.
- 97.5 0.1 **SYRACUSE**, E. Genesee & S. Salina Sts., business center. The Onondaga, Warren & Jefferson Sts.
Yates Hotel, E. Genesee & Montgomery Sts.
O'Donnell's Grill, Clinton & Fayette Sts.
Bissell's Garage, 109 S. State St.
- For city map and points of interest, see Syracuse Section, page 479.
For diverging routes, see Index map, Syracuse Section, page 476.
For through connections, see Trunk-line Index map, page 1B.

Route 446—Rochester to Syracuse, N. Y.—88.3 m.

Route map, page 650

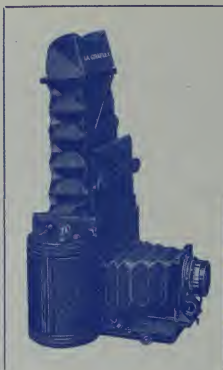
Reverse route, No. 282

The "upper road" via Fairport, Macedon, Palmyra, Newark, LYONS, Clyde, Port Byron, Weedsport, ELBRIDGE and Camillus, following in a general way the N. Y. Central RR. and the Erie Canal, entering Syracuse by W. Genesee St.

This is a full alternate to the Rochester-Syracuse route via Canandaigua, Geneva and Auburn; it is shorter in miles, and has recently been improved at various points, especially the bridges over the Montezuma Marshes. Many prefer to go this way, irrespective of the numerous canal bridges, which are objectionable to some, but safe when carefully taken—except perhaps in very wet, slippery weather. Tourists making a round trip between Rochester and Syracuse will ordinarily make no mistake by going one way and returning the other.

MILEAGES

- (For this and other exits, see Rochester city map, page 641.)
- | Total | Intermediate | |
|-------|--------------|--|
| 0.0 | 0.0 | ROCHESTER , Main, State & Exchange Sts., business center. Start nearly east on East Main St., following the trolley. |
| 0.5 | 0.5 | Leave the car-line by bearing diagonally right into East Ave.—asphalt, no trolley. |
| 3.2 | 2.7 | BRIGHTON , suburb of Rochester; cross RR. and continue straight out past Country Club (on right—4.6 m) and through 5-corners (4.9 m). |



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Rochester, New York

Rochester, N. Y., Section

Route 446

- 5.8 2.6 Turn left (Automobile Club sign), bearing right with macadam (5.9 m); pass under RR. arch (8.8 m) and cross iron bridge over canal (9.2 m) into W. Church St.
- 10.0 4.2 **FAIRPORT**; cross trolley and continue straight out E. Church St.
- 10.5 0.5 Bear left over canal bridge and trolley (10.6 m); cross iron bridge and both West Shore and N. Y. C. RRs. (10.8 m).
- 12.6 2.1 Turn right with telegraph poles and with the most travel—sharp left curve (13.0 m). **Caution** for very dangerous 4-track RR., crossing (17.2 m).
- 17.8 5.2 Turn right with the most travel, under RR. (17.9 m) and across canal bridge; immediately beyond the canal (18.2 m) bear left, following main road, downgrade to the main street of Macedon.
- 18.4 0.6 **MACEDON**; meeting trolley, turn left and run straight out of town, leaving car-tracks to right (18.5 m).
- 18.9 0.5 Turn left over canal bridge, turning right at end of road immediately beyond; continue along canal, descending grade (20.4 m).
- 20.8 1.9 Prominent 4-corners; turn right with the most travel, crossing canal bridge (21.0 m), trolley and iron bridge.
- 21.1 0.3 **YELLOW MILLS** (a few houses only); turn left on direct road into W. Main St.
- 22.3 1.2 **PALMYRA**; center of town. **O. J. Garlock & Co., Garage**, 50 Main St. Straight through on E. Main St.
- 22.7 0.4 Leave trolleys to right by keeping left over canal bridge and West Shore & N. Y. C. RRs. at Palmyra station (23.2 m).
- 23.3 0.6 Turn right, passing left-hand road (25.1 m)—**Caution** for dangerous 4-track RR. crossing (25.5 m) and iron bridge immediately beyond.
- 25.5 2.2 Turn left, straight ahead past E. Palmyra RR. station.
- 27.3 1.8 **EAST PALMYRA**, 2 churches; turn right (leaving less-used road straight ahead). Continue on main-traveled road, bearing right (29.5 m); cross RR., avoiding right-hand road just beyond by crossing canal bridge (29.7 m).
- 29.7 2.4 Immediately after crossing canal bridge turn left, same thoroughfare becoming Palmyra St., into
- 31.9 2.2 **NEWARK**, business center. **The Gardenier**. Straight through into Union St., following the trolley under RR. (32.1 m).

TRUFFAULT-HARTFORD
SHOCK ABSORBER

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last bump*

could have been avoided with a

TRUFFAULT-HARTFORD Shock Absorber

Hartford Suspension Company, 133 Bay St., Jersey City, New Jersey.

Route 446

Rochester, N. Y., Section

- 32.5 0.6 Leave trolley by turning left over iron bridge (32.6 m) and under RR. (32.8 m)—**Caution** for very dangerous 4-track RR. crossing (33.3 m).
- 33.4 0.9 End of road; turn right, following main road along RR. and canal.
- 35.1 1.7 End of road; turn right over canal bridge and immediately left.
- 36.1 1.0 Turn left over canal bridge and immediately right; cross iron bridge (37.3 m) and continue direct into Water St., Lyons, picking up trolley (from right—37.7 m).
- 37.9 1.8 Turn left with car-tracks onto William St.—stone block pavement—passing park (on left).
- 38.0 0.1 **LYONS**, William & Canal Sts. Turn right into Canal St., passing **Lyons Auto & Garage Co.** (on left—38.1 m); continue straight out, leaving trolleys to right (38.3 m).
- 42.2 4.2 **LOCK BERLIN**; straight through small village. Cross trolley (42.6 m) and descend short, steep grade (43.5 m): same thorofare becomes W. Genesee St., Clyde.
- 46.3 4.1 End of W. Genesee St. at park; jog right and next left, running along the park.
- 46.4 0.1 **CLYDE**.

Williams' Garage, 54 Ford St.

- At farther corner of park, turn right into Glasgow St.
- 46.5 0.1 Turn left into Ford St.; pass **Williams Garage** (on left) and follow Ford St. all the way out of town, shortly coming along the canal.
- 51.7 5.2 **Trolley power house** (road straight ahead crosses trolley, main travel turns right); this is the dividing point between the short way through Savannah and over the Montezuma Marshes, and the longer way around by Spring Lake. The bridges over the direct road have been improved, and under ordinary circumstances that is the best way (given herewith); for the longer way around by Spring Lake—worth while only in very wet weather—see note "A" at end of route.

For Savannah and the direct road over the Marshes, turn right at trolley power house.

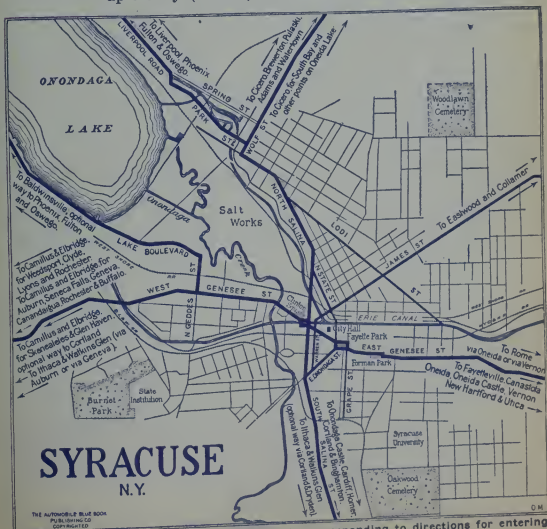
- 52.1 0.4 Just before coming to bridge over RR. turn left, same thorofare becoming Clyde St.
- 52.9 0.8 **SAVANNAH**, central 4-corners; turn right, crossing N. Y. C. & West Shore RRs. (53.0 m) and continue without turn to
- 56.0 3.1 End of road; turn left onto the direct road over the Marshes. Cross wood bridge (57.0 m) and wood bridge over the Seneca River (57.8 m), running straight ahead through Montezuma (a few houses only—58.3 m).
- 59.5 3.5 Turn right across canal bridge, following the main road.
- 62.7 3.2 Fork, entering Port Byron; keep to right, crossing iron bridge (62.8 m) into Rochester St., Port Byron.
- 62.9 0.2 **PORT BYRON**; turn left into Main St., immediately

Rochester, N. Y., Section

Route 446

leaving trolleys by keeping to right of small triangular park and fountain in fork—straight out Utica St. Cross trolley (63.1 m) and canal bridge (63.2 m).

- | | | |
|------|-----|---|
| 65.6 | 2.7 | Turn left under RR. and immediately right. |
| 66.4 | 0.8 | Cross canal bridge and continue straight ahead through Weedsport. Continue under RR. (66.7 m), leaving trolley to left (66.8 m) by keeping straight ahead over dangerous RR. crossing (66.9 m). |
| 68.1 | 1.7 | Fork; keep to right on main road. |
| 70.7 | 2.6 | Bear slightly left into the Auburn-Syracuse road (macadam), slowing down for autotraps (1909), entering |
| 72.8 | 2.1 | ELBRIDGE ; straight through small village. |
| 79.7 | 6.9 | Caution (Automobile Club of Syracuse warning sign); bear right down steep winding grade—good control essential. |
| 80.0 | 0.3 | CAMILLUS ; straight through small village, crossing iron bridge. Cross RR. at Camillus station (80.4 m) and ascend steep winding grade; road is now up and down grade direct into W. Genesee St., Syracuse. Cross RR. (86.6 m), and canal bridge, passing under RR. (86.7 m). |
| 86.8 | 6.8 | Fork; leave trolleys to right by keeping left on W. Genesee St., past St. Joseph's Hospital (on left). Pick up trolley (87.9 m) and follow same across RR. (88.1 m). |



Map showing routes through Syracuse, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 449

Rochester, N. Y., Section

- 88.2 1.4 Turn right from W. Genesee St. into Salina St., crossing lift bridge over Erie Canal.
- 88.3 0.1 **SYRACUSE**, E. Genesee & S. Salina Sts., business center. Yates Hotel, E. Genesee & Montgomery Sts. The Onondaga, Warren & Jefferson Sts. O'Donnell's Grill, Clinton & Fayette Sts. Bissell's Garage, 109 S. State St.

For city map and points of interest, see Syracuse Section, page 657.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.

Note (a)—Long way from the trolley power house (51.7 m) to Port Byron via Spring Lake (there may be some demand for this route in very wet weather, but under all ordinary circumstances the shorter way across the Marshes is just as good and saves time). To go the long way leave the main line at the trolley power house (51.7 m) by keeping straight ahead across trolley, and through 4-corners (52.5 m—connection from Savannah village into this route).

Pass right-hand road (53.6 m), curving sharp left (55.0 m) to 4-corners (56.7 m). Turn right and left (57.2 m) with the most travel; turn very sharp right (58.4 m) into Spring Lake Village (59.5 m). Go through, bearing gradually right, but avoid right-hand road (62.1 m) by keeping on main road across long iron bridge over the Seneca River (63.9 m).

Continue straight ahead over dangerous 4-track RR. crossing (65.8 m), taking care to turn next left (66.0 m). At end of road just after passing RR. station (66.7 m), turn right on road which becomes Main St., Port Byron; cross RR. (67.4 m) and canal bridge (67.7 m), crossing trolley to center of Port Byron (67.9 m). For Weedsport, Elbridge and Syracuse turn sharp left at small triangular park and fountain into Utica St., setting odometer at 62.9 m for correct readings beyond.

Route 449—Rochester to Oswego, N. Y.—69.0 m.

Route map, page 522

Reverse route, No. 308

Out E. Main N., Goodman, Webster and Bay Sts., and the Culver Road into Clifford St., crossing Irondequoit Bay into the Ridge Road; thence east through Webster, ONTARIO, Williamson, SODUS, Wolcott and Fairhaven, entering Oswego by Seneca and Bridge Sts.

Some parts of this route—which is within a few miles of Lake Ontario practically all the way—are over fair-to-good roads, with some macadam; but it is sandy and rough for a considerable part of the way. This run has not been covered by the Blue Book car—running directions in the main correct, but not specific at all points.

MILEAGES
Total Intermediate

(For this and optional exits, see Rochester city map, page 641.)

0.0 0.0 **ROCHESTER**, Main, State & Exchange Sts., business center.

Start nearly east on E. Main St., straight out, crossing bridge over RR. (1.7 m).

1.8 1.8 Irregular 4-corners; bear left into N. Goodman St., and next right (1.9 m) with car-tracks into Webster Ave.

2.7 0.9 Turn right into Bay St.

3.2 0.5 End of Bay St.; turn left into the Culver Road.

3.5 0.3 Turn right into Clifford St.; cross bridge over electric RR. (3.9 m) and bridge over Irondequoit Bay (5.0 m). Cross interurban trolley 3 times in next 2 miles, straight ahead to intersection of the Ridge Road at

8.1 4.6 **W. WEBSTER**. Turn right at 4-corners, following the Ridge Road through Webster (11.4 m); cross trolley (12.9 m), and continue through Union Hill (14.4 m), Fruitland (16.2) and Ontario Center (17.8 m) to

19.0 10.9 **ONTARIO**, center of village.

Straight ahead on the Ridge Road, crossing trolley at Pratt's Mill (22 m) through Williamson (24.1 m); cross trolley and turn right (25.1 m) through East Williamson (26.7 m), again crossing trolley (27.5 m & 29.7 m) into *Sodus (30.8 m). At fork leaving town (30.9 m), bear to right with R. W. & O. RR., crossing tracks at Wallington (33.5 m) to *Alton (35.3 m); go through, crossing small

* For Sodus Point (on Lake Ontario) turn left at 4-corners just before entering Alton, direct 4.2 miles to the Point.

bridge, thence direct across Sodus Bay (38 m) to Resort (38.3 m).

Turn right, direct on main road, crossing RR. tracks (43.4 m) into center of Wolcott (43.8 m); just beyond (43.9 m)—small cement front house on corner, turn left across bridge (44 m), then straight ahead on rough, sandy road to fork (47.7 m). Turn left into north-and-south road (48.2 m), which follow to fork, entering Red Creek (49.4 m); take right fork along mill pond, turning left (49.6 m) across RR. (49.9 m) and over bridge (50.1 m).

Continue straight ahead to end of road (53.2 m), turning right and following telegraph poles (53.7 m) into Fairhaven (54.8 m); direct through, crossing RR. (55 m) on stony, hilly road; avoiding right fork (55.8 m), run straight ahead (57.5 m) over bridge (57.8 m) and through diagonal crossroads (58.1 m); continue through prominent 4-corners (58.9 m) and across another bridge (59.8 m) through hamlet of North Sterling (60.5 m). Direct through on main road, crossing bridges (61.7 m & 62.5 m); avoid left fork (62.9 m), keeping straight ahead through Southwest Oswego (64.2 m—white church on corner) to 4-corners at Fruit Valley (66 m). Continue on main road—1 1-2 miles of macadam—same thorofare becoming Seneca St., Oswego; cross RR. tracks (67.9 m), taking right fork a short distance beyond—with trolleys—into Bridge St. to 1st St., center of

60 50 **OSWEGO**, First & Bridge Sts.

For city map and points of interest, see Oswego Section, page 519.

For diverging routes, see Index map, Oswego Section, page 518.

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HAVOLINE
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See

Page 12



Routes 455—457

Rochester, N. Y., Section

Route 455—Rochester to Elmira, N. Y.—117.5 m.

Route map, page 639

Reverse route, No. 383

Out W. Main St., Plymouth Ave., Clarissa St. and Mt. Hope Ave., through West Henrietta and East Avon to AVON; connecting at Avon with the Buffalo-Elmira trunk-line through GENESEO, Dansville, BATH and CORNING. Macadam greater part of the way—balance mostly good dirt road.

There is another route from Rochester to Avon via West Ave., Genesee St., Scottsville and Canawaugus; but the line given herewith—via Mt. Hope Ave., West Henrietta and East Avon—is (1909) the better of the two.

MILEAGES
Total Intermediate (For this and optional exits, see Rochester city map, page 641.)
0.0 0.0 **ROCHESTER**, Main, State & Exchange Sts.

Start nearly west on W. Main St.

- | | | |
|------|-----|---|
| 0.1 | 0.1 | Leave trolley by turning left on Plymouth Ave., crossing iron bridge over Erie Canal (0.2 m). |
| 1.0 | 0.9 | Turn left on Clarissa St., crossing iron bridge over the Genesee River. |
| 1.2 | 0.2 | Turn right into Mt. Hope Ave., passing Mt. Hope Cemetery (on right); pick up trolley (from left—2.2 m), and follow same until tracks leave to right (2.7 m), then straight ahead with macadam, past Fair Grounds (on right). Cross RRs. (4.8 m & 5.6 m), straight ahead past several roads on right and left. |
| 8.7 | 7.5 | W. Henrietta ; straight through small village. |
| 9.1 | 0.4 | Leave heavy telegraph poles to right by keeping straight ahead with the lighter line of wires. Cross RR. (12.0 m), iron bridge (12.5 m) and RR. (12.9 m), bearing slightly left through 4-corners (15.6 m) into |
| 18.2 | 9.1 | East Avon (cross-roads); turn right—now on the road from Canandaigua to Avon. |
| 20.2 | 2.0 | End of road at village park, Avon ; turn left and immediately right along south side of park. |
| 20.3 | 0.1 | AVON , southwest corner of park; turn left— St. George Hotel (on left, after the turn). |

This rout now merges with the Buffalo-Elmira trunk-line, which comes in from the west at the park. See Route 467 by setting odometer at 63.0 to conform with that route full running directions and odometer mileages will be found balance of way to Geneseo, Dansville, Bath, Corning and Elmira.. Total distance, Rochester to Elmira this way, 117.5 m.

Route 457—Rochester to Watkins Glen, N. Y.—78.3 m.

Route map, page 639

Reverse route, No. 401

Via Pittsford, Mendon and Victor to CANANDAIGUA, thence along the Canandaigua-Geneva road 10.8 m., turning southeast through Benton Center, PENN YAN, Milo Center and Himrod to the lower west side of Seneca Lake. First half nearly all macadam; second half mostly good country road, with considerable grades along Seneca Lake.

MILEAGES
Total Intermediate (For this and optional exits see Rochester city map, page 641.)
0.0 0.0 **ROCHESTER**, Main, State & Exchange Sts., business center.

See the Rochester-Auburn-Syracuse route No. 445 for full running directions and complete mileages, out E. Main St., Clinton Ave. S. and Monroe Ave., through Pittsford (7.0 m), Mendon (13.8 m) and Victor (19.2 m) to

29.4 29.4 **CANANDAIGUA**, Main St., business center.

Flannigan's Restaurant, east side of Main St.

Canandaigua House, adjoining N. Y. Central station.

The New Webster, Main & South Sts.

Canandaigua Garage, 221 Main St. South.

Canandaigua Auto Shop, 30 Ontario St.

For city map see page 495.

- 29.4 0.0 Straight ahead on Main St., to end of same at Canandaigua Lake.
- 30.3 0.9 Leave trolleys by turning left on the main-traveled road, straight ahead for several miles.
- 36.9 6.6 Pass under RR. at small village of **Hopewell**.
- 38.9 2.0 Pass under RR. at small village of **Flint**.
- 40.2 1.3 Leave the **Geneva-Auburn** road by turning square right (brick house on right at the turn)—caution for dangerous RR. crossing in hollow (41.5 m). Continue across macadam (42.7 m) and through prominent 4-corners (43.7 m—heavy wires 4 ways), crossing RR. (44.4 m).
- 45.0 4.8 **Halls Corners**; straight ahead through prominent diagonal cross-road, slowing down for "S-curves" across gully (46.4 m).
- 50.1 5.1 **Benton Center**; direct through, passing small monument (on right), straight ahead into Main St.,
- 54.1 4.0 **PENN YAN**, center of city.
Direct ahead on Main St., through prominent 4-corners (54.9 m), avoiding right-hand road (55.6 m).
- 56.2 2.1 Leave RR. by turning square right—sign, "Watkins."
- 57.4 1.2 End of road; turn left, gradually descending grade.
- 58.3 0.9 **Milo Center**, small village; turn right.
- 59.0 0.7 Turn (next) left, with the most travel.
- 59.8 0.8 End of road; turn right, sign "Glen Springs." Continue on main road, passing under RR. (62.4 m) and over RR. track (62.5 m).
- 62.5 2.7 End of road; turn right across iron bridge and RR. (62.6 m).
- 62.7 0.2 **HIMROD**; straight through small village, passing several roads on right and left.
- 66.8 4.1 4-corners, **Starkey**; straight through, and through **Eddytown** (4-corners, 68.0 m). Road now comes closer to Seneca Lake, with grades and curves to be taken with care.
- 69.8 3.0 Descend winding grade with iron bridge—Big Rock Stream—at foot (70.0 m); ascend corresponding grade (70.1 m) and follow main winding road to
- 71.2 1.4 Three-corners; bear left—closer to the lake, road unmistakable and picturesque, through 4-corners (**Rock Stream**, 71.4 m).
- 76.3 5.1 Cross iron bridge and immediately turn left; descend grade (76.6 m), passing left-hand road (77.4 m).



American and European Plans
Remodeled and Refurnished Throughout
Rathskeller in connection, open 11 a. m. to 12
p. m. Headquarters for Automobillists

THE JEFFERSON HOUSE

GEO. DRAPER, Proprietor
FISH DINNERS A SPECIALTY
(Seneca Lake Trout)
FOURTH and FRANKLIN STS.
WATKINS, NEW YORK

Rooms with Bath connecting: Rates \$2.50 to \$3

ALLEN'S GARAGE STORAGE, REPAIRS AND SUPPLIES WATKINS, NEW YORK

77.9 1.6 Diagonal 4-corners (for the Glen Springs, turn right on S. Glen Ave., a private road to the hotel). For Watkins village and diverging routes, descend the hill, turning left at foot of same into 4th St.,

78.3 0.4 **WATKINS**, 4th & Franklin Sts.

The Jefferson, 4th & Franklin Sts.

James J. Allen, Garage, Franklin & 2nd Sts.

For local map and points of interest, see page 610.

For diverging routes, see Index map, Watkins Glen section, page 609.

Route 459—Rochester to Ithaca, N. Y.—95.5 m.

Route map, page 639

Reverse route, No. 426

Via Pittsford, Mendon and Victor to CANANDAIGUA and GENEVA; thence south through Romulus, Hayts' Corners, SHELDRAKE and TRUMANSBURG. Good roads practically all the way.

MILEAGES (For this and optional exits, see Rochester map, page 641.)
Total Intermediate

0.0 0.0 **ROCHESTER**, Main, State & Exchange Sts., business center.

See the Rochester-Auburn-Syracuse route, No. 445, for full running directions and complete mileages, out E. Main St., Clinton Ave. S. and Monroe Ave., through Pittsford (7.0 m), Mendon (13.8 m), Victor (19.2 m) and Canandaigua (29.4 m) to

46.1 46.1 **GENEVA**, Exchange & Castle Sts.

The Carrollton, 63 Seneca St., near S. Main St.

The Kirkwood, Exchange & Castle Sts.

Hotel Nester, Exchange & Seneca Sts.

Dan Deegan's Cafe, 486 Exchange St.

Baker Bros. Garage, 39 Castle St.

Geneva Automobile Co., 145 Castle St.

OPEN ALL THE YEAR

The SHELDRAKE SPRINGS

SHELDRAKE-ON-LAKE-CAYUGA, N. Y.



All
Good
Roads
Lead
to the
Shel-
drake
Springs

☐ An UNSURPASSED Resort for Automobilists, every comfort—every convenience. Fireproof Garage.

☐ An UNEXCELLED Health Resort. Nauheim—Turkish and Russian Baths.

☐ An IDEAL Summer Resort. 9 Hole Golf Course—Tennis—Boating—Bathing and Fishing.

OPEN ALL THE YEAR

SECOND PART: GENEVA TO TRUMANSBURG AND ITHACA—49.4 m.

For the convenience of tourists coming into Geneva from other directions, this route is divided into two parts, starting from "0" at Geneva.

MILEAGES
Total Intermediate (For this and optional exits, see Geneva city map, page 651.)

0.0 0.0 **GENEVA**, Exchange & Castle Sts., business center.

Start north on Exchange St., following car-tracks 2-10 mile only.

0.2 0.2 Leave trolleys by turning right from Exchange St. into Lake St., crossing RR. and canal bridge just beyond the turn (0.3 m).

2.0 1.8 Curve right (south), now on the east side of Seneca Lake. Cross iron bridge (2.6 m) and keep to the right, passing under RR. (2.7 m).

3.5 1.5 Turn square left—"Sheldrake" sign at the turn.

4.8 1.3 Fork or irregular cross-road (**Rose Hill**); bear right on the main-traveled road, then straight ahead for 3.2 miles.

8.0 3.2 Turn left with the main line of wires.

9.0 1.0 Prominent cross-road (MacDougall, square red house on farther left-hand corner); turn right, straight ahead 3.9 miles.

12.9 3.9 Prominent cross-road; turn left with the main line of wires.

15.0 2.1 **ROMULUS**; turn right on the main street, running straight out of town.

Route 459

Rochester, N. Y., Section

- 16.6 1.6 Leave the main line of wires by turning diagonally left with the lighter wires.
- 17.2 0.6 Jog left and immediately bear right with the main-traveled road, direct to
- 19.2 2.0 Prominent 4-corners (Ovid visible in the distance); turn left, straight ahead across RR. at **Hayt Corners station** (on right—20.8 m).
- 20.9 1.7 **HAYT CORNERS**; turn right, crossing RR. leaving the town (21.1 m).
- 23.4 2.5 Fork; take the left-hand road; straight ahead past right-hand road (25.1 m—which leads to Interlaken). Cross RR. at **Sheldrake station** (on left—25.3 m)—fine view of Lake Cayuga in the distance.
- 26.5 3.1 End of road; turn left, and next right (26.6 m)—sharp left and right curves (27.5 m).
- 28.0 1.5 4-corners, **SHELDRAKE Village**; turn right.
- 28.4 0.4 **The Sheldrake Springs** (on right).
- 29.8 1.4 [At this mileage pass **Kidders Ferry**, where a boat line crosses Cayuga Lake to Kings Ferry on the eastern side.]
- 30.1 0.3 Curve sharp right and ascend grade, curving left (30.5 m).
- 31.0 0.9 [At this mileage—immediately after crossing small iron bridge—right-hand road leads to Interlaken; this is also a good way to Trumansburg and Ithaca via Interlaken, but longer.] Ordinarily continue straight ahead, crossing RR. (32.8 m).
- 33.2 2.2 4-corners; turn left—now on the road from Interlaken to Trumansburg.
- 35.1 1.9 Straight through 4-corners, **Covert**, direct on main road to
- 37.6 2.5 Fork entering **Trumansburg**; keep to left—upgrade into
- 37.9 0.3 **TRUMANSBURG**; straight through the town, bearing right through covered bridge (39.3 m).
- 41.3 3.4 **Jacksonville**; straight ahead on macadam through diagonal cross-roads.
- 42.5 1.2 Direct through irregular 4-corners (here the route from Watkins Glen via Perry City comes in from the right).
- 43.9 1.4 **Krums Corner**; straight through on macadam, shortly descending long grade—fine view of Cayuga Lake and Ithaca.
- 48.3 4.4 Forks of several roads, foot of grade on edge of the city; curve left, crossing RR. and iron bridge (Cayuga Lake Inlet—48.6 m). Cross 2 RRs. (48.7 m), following trolley along W. State St.—brick pavement—to
- 49.4 1.1 **ITHACA**, State & Aurora Sts.

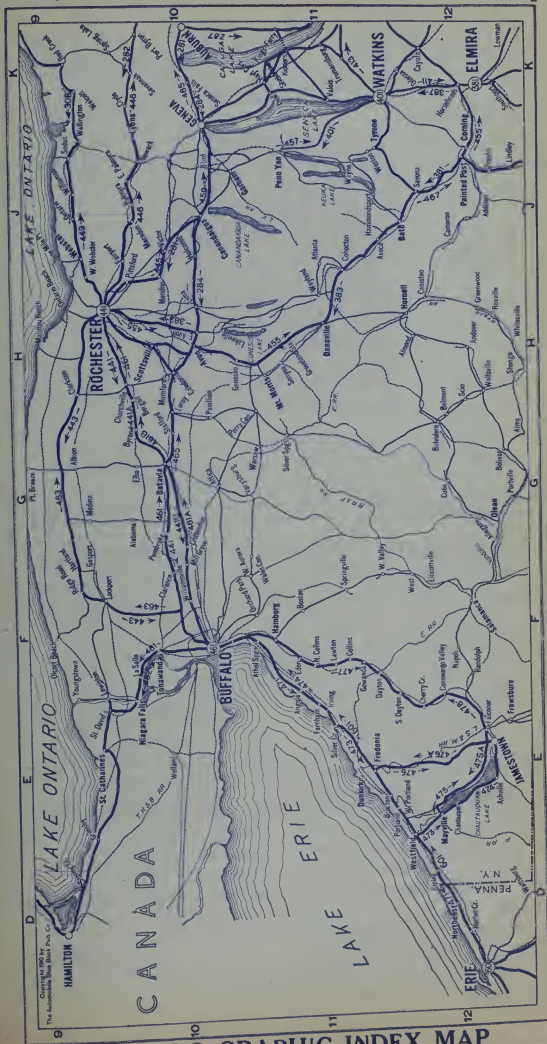
This makes a Rochester-Canandaigua-Ithaca route of 95.5 miles.

Ithaca Hotel, State & Aurora Sts.

J. B. Lang Engine & Garage Co., 117 Green St.

For city map, see Ithaca Section, page 626.

For diverging routes, see Index map Ithaca Section, page 625.



BUFFALO GRAPHIC INDEX MAP

HOTEL IROQUOIS

BUFFALO, N. Y.

European
Plan

Absolutely
Fireproof

\$1.50
per Day
and
Upwards



WOOLLEY
&
GERRANS
Proprietors

Automobile
Headquarters

Under Same Management
HOTEL MARIE-ANTOINETTE, Broadway and 66th and 67th Sts., N. Y.
GRAND UNION HOTEL, Saratoga Springs, N. Y.

Centaur Motor Company

Distributors

OAKLAND OLDSMOBILE RAPID TRUCKS

Distributors for Continental Tires. Sundries of Every
Description. Expert Repairing all Machines. Service
Day and Night

CONVENIENT TO ALL HOTELS

53-61 Franklin St. - - BUFFALO, N. Y.
DETROIT, MICH. CHICAGO, ILL.

THE GENESEE, BUFFALO

CORNER MAIN AND GENESEE STREETS

For Autos the Most Conveniently Located Hotel in the City
RESTAURANT SERVICE UNEXCELLED

See page 14



BUFFALO, N. Y., SECTION

ROUTES 461-500

Route 461—Buffalo to Rochester, N. Y.—73.7 m.

Route map, page 668

Reverse route, No. 441

Out Main St., through WILLIAMSVILLE, Clarence and Pembroke to BATAVIA; thence through Byron, Bergen and Churchville, entering Rochester by West Ave. and W. Main St. Macadam practically throughout, with an occasional unimproved stretch.

MILEAGES

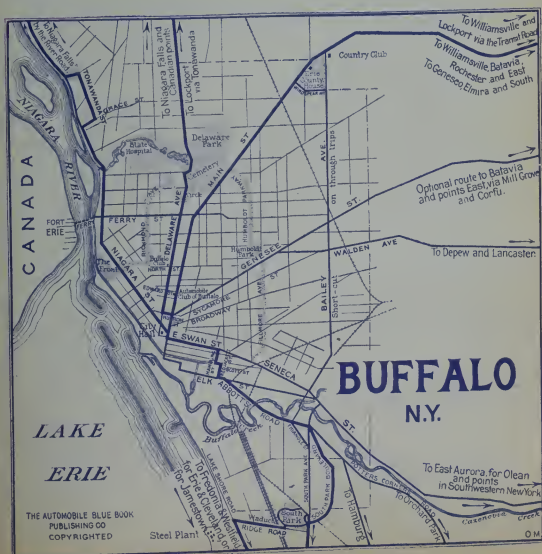
Total Intermediate

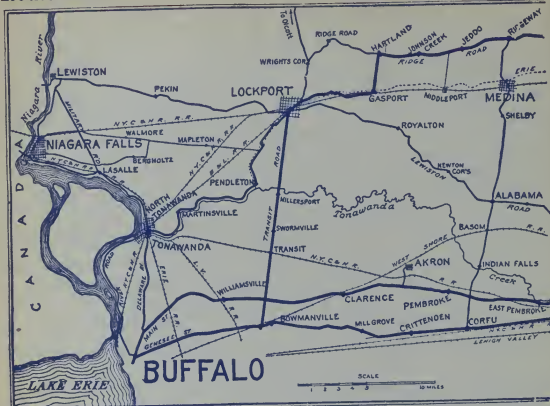
0.0 0.0 **BUFFALO**, Main & Court Sts., business center, Lafayette Monument on right.

Start nearly north on Main St.; pass Genesee St. (on right—0.2 m), and follow Main St. trolleys (all the way out of the city). Cross Humboldt Parkway of the Buffalo Park system (3.3 m) and bridge over RR. (3.9 m); cross RR. and pass under RR. (4.9 m). Continue through two small settlements (Eggertsville and Snyder; speed traps, 1909), running under RR. (9.2 m).

9.7 9.7 **WILLIAMSVILLE**; straight through suburban village, passing left-hand road (12.3 m, which leads to Lockport). Cross RRs. (16.0 m & 18.0 m).

18.1 8.4 **CLARENCE**; straight through center of town.





Map of main-traveled lines between

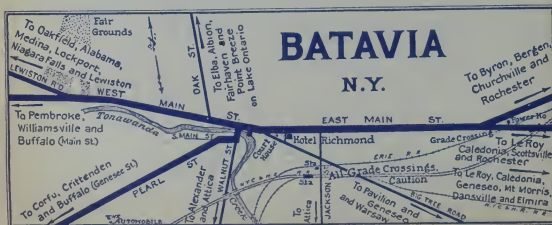
- 26.0 7.9 **PEMBROKE**; direct through small village—caution for dangerous grade crossing (29.8 m).
 32.6 6.6 **E. PEMBROKE**; straight through small village. Cross iron bridge (Tonawanda Creek—35.3 m) and pick up trolleys (at 38.1 m, 1909). Follow tracks into W. Main St., keeping to left of Court House (39.1 m), entering
 39.2 6.6 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

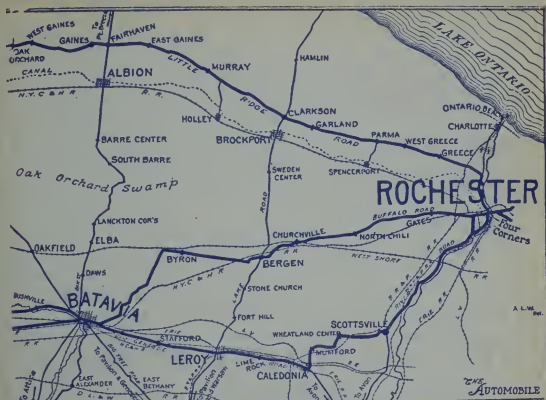
This route is continued to Rochester via Byron, Bergen and Churchville (under ordinary circumstances the most satisfactory way, 1909); for the alternate line, Batavia to Rochester via Leroy, Caledonia and Scottsville, see separate head, route 461-B.

Straight through Batavia, following the trolley out E. Main St.

- 40.2 1.0 Fork; take the left-hand road with the trolley (which ends, 1909, just beyond the fork).
 42.0 1.8 Irregular corners; turn left with the most travel.
 42.7 0.7 Turn right with the most travel.



Map showing routes through Batavia, N. Y., corresponding to directions for entering Caledonia and Scottsville, see separate head, route 461-B.



Buffalo and Rochester, with numerous options.

- 43.9 1.2 Turn right with the most travel, passing right-hand road (44.4 m).
- 48.1 4.2 Prominent 4-corners just before RR.; turn square right.
- 49.0 0.9 **BYRON**; straight through small village and direct on main road—caution for dangerous crossing, N. Y. C. RR. (53.8 m).
- 54.4 5.4 Turn left with the best road, curving sharp right along RR. (54.6 m).
- 55.6 1.2 **BERGEN**; straight through small village, bearing left (56.2 m). Cross bridge over RR. (56.9 m) and RR. track (58.5 m).
- 59.0 3.4 **CHURCHVILLE**; straight through, crossing iron bridge (59.1 m).
- 63.3 4.3 **N. CHILI**; direct through, past several roads on right and left. Cross iron bridge (70.5 m) and pass under RR. (70.9 m).
- 70.9 7.6 Immediately after passing under RR. leave the direct road (closed to autos), by turning left on macadam.

Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart



MICHELIN STOCKISTS
SEE PAGE 10



Route 461**Buffalo, N. Y., Section**

- 71.5 0.6 Turn right on Kossuth Ave., under RR. subway.
 71.7 0.2 Meeting trolley again, turn left and follow tracks into West Ave., Rochester—straight ahead—across iron bridge over Erie Canal (73.4 m) and along W. Main St. to
 73.7 2.0 **ROCHESTER**, Main, State & Exchange Sts., business center.

Hotel Seneca, Clinton Ave. near Main St.

Hotel Rochester, W. Main St. & Plymouth Ave.

Powers Hotel, Main & State Sts.

Whitcomb House, Main St. & Clinton Ave.

Carleton Garage, Cortland St. near Seneca Hotel.

C. L. Whiting, 591 Main St. E., **Stock Michelin Tires.**

For city map and points of interest, see Rochester Section, page 641.

For diverging routes, see Index map, Rochester Section, page 639.

For through connections, see Trunk-line Index map, page 1B.

STOP AT HOTEL SENECA**Rochester's New Fireproof Hotel**350 Rooms; 300 baths and showers
Entirely European Plan**Rates Reasonable**

Headquarters Rochester Automobile Club

Special touring and road information

Best garage facilities in city

A. M. WOOLLEY, ManagerWHEN IN ROCHESTER
STOP
AT THE**HOTEL ROCHESTER**Rochester,
N. Y.**WHITCOMB HOUSE**W. E. Wood
Prop.

Cor. Main Street East, Clinton Ave., South

EUROPEAN PLAN**GARAGE**

ALSO MANSION HOUSE, GREENFIELD, MASS.

TRUFFAULT-HARTFORD
SHOCK ABSORBERMakes
Rough
Roads Smooth

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 461A—Buffalo to Batavia, N. Y.—36.5 m.

Route map, page 668

Reverse route, No. 441B

(1) *Buffalo to Batavia via Genesee St., Bowmansville and Corfu (2.7 miles shorter than the route already given, and equally good, except for a relatively short stretch east of Corfu, which is heavy traveling in or after wet weather.)*

MILEAGES (For this and optional exits, see Buffalo city map, page 667.)
Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | BUFFALO , Main & Court Sts., business center, Lafayette Monument on right; start north on Main St. |
| 0.2 | 0.2 | Turn right with one line of trolley into Genesee St. (which is followed all the way out of the city); pass under RR. (2.7 m) and cross RRs. (3.4 m & 3.8 m). Cross low bridge over creek (4.1 m), striking macadam (4.5 m, 1909); leave trolleys to right (5.0 m) by keeping straight on macadam, through tollgate (5.4 m, 5c toll), and under RR. (8.7 m). |
| 8.9 | 8.7 | Slow down for dangerous right turn over RR. tracks—"S-curve" immediately beyond. |
| 10.1 | 1.2 | Fork; keep to left with the most travel, crossing iron bridge (10.2 m). |
| 10.3 | 0.2 | BOWMANVILLE ; direct through small village, following main line of telegraph poles past numerous roads on right and left. |
| 17.2 | 6.9 | Mill Grove ; straight through small village, avoiding right-hand road where the telegraph poles turn. Picking up the wires (from right—18.4 m), follow them through diagonal cross-road (Crittenden , 20.7 m). |
| 24.9 | 7.7 | CORFU ; direct through the town, passing numerous roads on right and left. Cross iron bridge (31.0 m) and RR. (34.8 m) into Pearl St., Batavia , straight ahead into S. Main St. (36.1 m). |
| 36.2 | 11.3 | End of E. Main St.; turn left on Walnut St., across iron bridge (Tonawanda Creek). Immediately turn right on Main St., keeping to left of Court House (36.4 m). |
| 36.5 | 0.3 | BATAVIA , Main St., business center. |

Hilts & Kennedy, Garage, opposite Court House.

This route now connects with the Buffalo-Batavia-Rochester route already given in full. To merge with that route, advance odometer to 39.2 and see pages 668 for running directions and mileages balance of way to Byron, Bergen, Churchville and Rochester (the most satisfactory way, 1909). Or set odometer back to "0" and continue to Rochester by the following alternate route.

NEW YORK
2002 Broadway

BOSTON
685 Boylston St.

FACTORIES
New Haven, Conn.

Bragg
Stitched Tires

PATENTED

CAPABLE OF GREAT MILEAGE

Route 461B

Buffalo, N. Y., Section

Route 461B—Batavia to Rochester via Leroy—37.7 m.

Route map, page 668*

Reverse route, No. 441A

A good alternate line, running into Rochester along the picturesque Genesee River, but likely to be somewhat interrupted during 1910 by the building of new macadam.

MILEAGES (For this and optional exits, see Batavia city map, page 668.)
Total Intermediate

0.0	0.0	BATAVIA , Main St., business center. Start east on E. Main St., with trolleys.
1.0	1.0	Leave car-line (to left), by keeping straight ahead; cross RR. (1.1 m—caution for dangerous crossing 4-tracks—1.5 m). Cross bridge over RR. (2.6 m) and pass several roads on right and left.
5.7	4.7	STAFFORD ; straight through small village, crossing RRs. (6.2 m & 9.3 m) into W. Main St.,
9.9	4.2	LEROY ; direct through center of town, across stone bridge (10.0 m) and out E. Main St.
13.4	3.5	Straight through hamlet of Lime Rock—caution for RR. crossings (14.9 m & 15.5 m), coming into Main St.,
17.0	3.6	CALEDONIA , Soldiers' Monument; turn square left, crossing RR. (17.3 m). Pass under RR. (17.4 m) and cross RR. (18.2 m).
18.4	1.4	MUMFORD ; turn right at central 4-corners.
19.0	0.6	Curve left with the most travel, crossing 2 small bridges.
19.2	0.2	End of road; turn right.
20.8	1.6	End of road; turn left.
21.3	0.5	Turn right with the most travel, straight ahead past Garbutt station (on right—22.6 m).
24.3	3.0	Leave right-hand road (on which telegraph poles turn), keeping straight ahead.
24.5	0.2	Turn right over iron bridge, straight ahead to end of street.
25.0	0.5	SCOTTSVILLE , hotel on right; turn square left, crossing RR. (26.5 m), thence on winding road along the Genesee River (worn macadam, 1909). Cross iron bridge and RR. (31.8 m) and RRs. (32.6 m & 34.0 m); pick up (34.8 m) and follow trolleys on Genesee St. (asphalt).
36.5	11.5	End of Genesee St.; turn right on West Ave., straight ahead across iron bridge over Erie Canal (37.4 m) into W. Main St.,
37.7	1.2	ROCHESTER , Main, State & Exchange Sts., business center.

Powers Hotel, Main & State Sts.

Hotel Rochester, W. Main St. & Plymouth Ave.

Hotel Seneca, Clinton Ave. near Main St.

Whitcomb House, Main St. & Clinton Ave.

Carleton Garage, Cortland St. near Seneca Hotel.

C. L. Whiting, 591 Main St. E., Stock Michelin Tires.

For city map and points of interest, see Rochester Section, page 441.

For diverging routes, see Index map, Rochester Section, page 439.

For through connections, see Trunk-line Index map, page 1B.

Route 463—Buffalo to Rochester, N. Y.—89.8 m.

Route map, page 668

Reverse route, No. 443

Alternate route via Main St., Williamsville, LOCKPORT and the Ridge Road, entering Rochester by Lake Ave. Macadam to Lockport, wide, unimproved road greater part of the way from Lockport to Rochester.

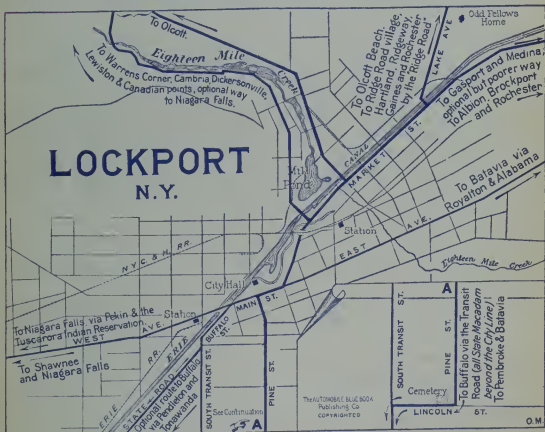
This is not much used as a Buffalo-Rochester route; and yet surprisingly good time can be made over it, considering the additional 16.1 miles. From the appearance of the Ridge Road, it would seem slow—and it is not to be compared with macadam; but the towns en route are few and small, and the running is much better than it looks. A considerable amount of travel from Niagara Falls, Lewiston, etc., enters this route at Lockport, without going through Buffalo.

MILEAGES (For this and optional exits, see Buffalo city map, page 667.)
Total Intermediate

0.0 0.0 **BUFFALO**, Main & Court Sts., Lafayette Monument on right.

Start nearly north on Main St.; pass Genesee St. (on right—0.2 m), and follow Main St. trolleys (all the way out of the city). Cross Humboldt Parkway of the Buffalo Park system (3.3 m) and bridge over RR. (3.9 m); cross RR. and pass under RR. (4.9 m). Continue through two small settlements (Eggertsville and Snyder; speed traps, 1909), running under RR. (9.2 m).

9.7 9.7 **WILLIAMSVILLE**; straight through suburban village to



Map showing routes through Lockport, N. Y., corresponding to directions for entering and leaving given in the Blue Book routes.

WHITMORE GARAGE, Lockport, New York

Special Attention Given Break-Downs

Fire-Proof Building and the Largest in Lockport

All Kinds of Supplies

Home Phone 544

Bell Phone 6231

Route 463

Buffalo, N. Y., Section

- 12.2 2.5 **Prominent 4-corners, roadhouse on left; turn left on macadam (Automobile Club sign, "Lockport"). Cross RR. (15.8 m) and keep straight ahead through Swornville (17.2 m) and Millersport (20.3 m); cross iron bridge and follow straight macadam to the edge of Lockport.**
- 25.1 12.9 (To avoid poor way straight ahead on S. Transit St.) turn right just before iron standpipe—which can be seen ahead on the left—into Lincoln Ave.
- 25.3 0.2 Turn (first) left on Pine St., following same into city.
- 26.3 1.0 **LOCKPORT**, Pine & Main Sts., Niagara Co. National Bank on the left-hand corner. (To reach **Whitmore's Garage**, turn left on Main St., and cross canal.)
- Turn right on Main St., following the trolley; at fork of streets and car-tracks (26.4 m), keep to left into Market St., passing under RR. (26.8 m). When trolleys leave (to left), continue straight ahead—downgrade—taking care not to pass left-hand street (27.5 m).
- 27.5 1.2 Turn left across canal bridge and under RR. (27.6 m), straight out Lake Ave. Cross iron bridge (29.1 m) and continue through Wrights Corners (30.2 m), avoiding left-hand roads (30.6 m & 31.4 m), by keeping gradually to right on main road.
- 32.8 5.3 **RIDGE ROAD VILLAGE**; turn right on the Ridge Road—practically a direct road for 54 miles.
- 36.7 3.9 **HARTLAND**; straight through small village, and through Johnson Creek (39.8 m) and Jeddo (42.8 m).
- 46.3 9.6 **RIDGEWAY**; straight through small village, crossing iron bridge at **Oak Orchard** (49.6 m).
- 55.6 9.3 **GAINES**; straight through, also through Childs (formerly Fairhaven, 56.8 m), **East Gaines** (59.7 m) and **Murray** (64.5 m).
- 71.2 15.6 **CLARKSON**; straight through small village.
- 73.2 2.0 **GARLAND**; straight through small village.
- 78.2 5.0 **PARMA**; straight through small village, and through **West Greece** (80.3 m).
- 83.3 5.1 **GREECE**; straight through small village, crossing RR.
- 86.8 3.5 **End of the Ridge Road** at Lake Ave., Rochester; turn right and follow trolleys into State St. (88.9 m), running under RR. (89.5 m).
- 89.8 3.0 **ROCHESTER**, Main, State & Exchange Sts., business center.

Hotel Seneca, Clinton Ave. near Main St.

Hotel Rochester, W. Main St. & Plymouth Ave.

Powers Hotel, Main & State Sts.

Whitcomb House, Main St. & Clinton Ave.

Carleton Garage, Cortland St. near Seneca Hotel.

C. L. Whiting, 591 Main St. E., **Stock Michelin Tires**.

For city map and points of interest, see Rochester Section, page 439.

For diverging routes, see Index map, Rochester Section, page 441.

For through connections, see Trunk-line Index map, page 1B.

Route 465—Buffalo to Syracuse, N. Y.—156.5 m.

Route map, page 668

Reverse route, No. 284

Via *Williamsville, BATAVIA, Leroy, Caledonia, AVON, Lima and Holcomb to CANANDAIGUA*; thence nearly east to *GENEVA, Waterloo, Seneca Falls and AUBURN*, continued through *Sennett, Elbridge and Camillus* into *W. Genesee St., Syracuse*. This makes a *Buffalo-Syracuse* route, not through *Rochester*; good roads all the way (1909) except between *Geneva and Seneca Falls*.

MILEAGES

Total Intermediate

(For this and optional exits, see Buffalo city map, page 667.)

0.0 0.0 **BUFFALO**, Main & Court Sts., business center, Lafayette Monument on right.

Start nearly north on Main St.; pass Genessee St. (on right—0.2 m), and follow Main St. trolleys (all the way out of the city). Cross Humboldt Parkway of the Buffalo Park system (3.3 m) and bridge over RR. (3.9 m); cross RR. and pass under RR. (4.9 m). Continue through two small settlements (Eggertsville and Snyder; speed traps, 1909), running under RR. (9.2 m).

9.7 9.7 **WILLIAMSVILLE**; straight through suburban village, passing left-hand road (12.3 m, which leads to Lockport). Cross RRs. (15.9 m & 18.0 m).

18.1 8.4 **CLARENCE**; straight through center of town.

25.8 7.7 **Pembroke**; direct through small village—caution for dangerous grade crossing (29.6 m).

32.4 6.6 **E. Pembroke**; straight through small village. Cross iron bridge (Towawanda Creek—35.0 m), and pick up trolleys (at 37.9 m, 1909). Follow tracks into W. Main St., keeping to left of Court House (38.9 m), entering

39.0 6.6 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

40.0 1.0 Leave trolleys and left-hand road (which goes to Rochester via Byron and Bergen), by keeping straight ahead across RR. (40.1 m). Caution for dangerous 4-tracks RR. crossing (40.6 m), then straight ahead across bridge over RR. (41.7 m).

44.6 4.6 **STAFFORD**; straight through small village, crossing RRs. (45.2 m & 48.3 m).

48.9 4.3 **LEROY**; direct through, crossing stone viaduct (49.0 m). Continue through **Lime Rock** hamlet (52.3 m), crossing RRs. (53.8 m & 64.4 m).

55.9 7.0 **CALEDONIA**; end of street at Soldiers' Monument; turn right—sign "Avon"—crossing RR. (56.1 m).

59.1 3.2 Fork; keep to left with macadam, straight ahead through prominent 4-corners with automobile club signs (60.8 m)—left-hand road leads to Rochester via Scottsville). Des-

Avon, N. Y.,---The St. George

ON THE BUFFALO-CANANDAIGUA THROUGH ROUTES
" " BUFFALO-ELMIRA THROUGH ROUTES
" " ROCHESTER-ELMIRA THROUGH ROUTES

A COMFORTABLE HOTEL IN A FIRST-CLASS TOWN

Route 465

Buffalo, N. Y., Section

ceed grade, crossing RR. at Nova station (61.2 m); cross iron bridge (62.2 m) and RR. (62.8 m), ascending grade into

- 63.0 3.9 **AVON**, end of road at village park; turn right.
St. George Hotel (on left, just beyond the park).
 On through trips without stop, turn left at concrete watering-trough, S. W. corner of park (63.1 m).
 63.2 0.2 At S. E. corner of park turn left and immediately right—back into the direct road again.
 65.1 1.9 **EAST AVON** (old hotel on right); direct through, passing several roads on right and left.

CANANDAIGUA, N. Y.

A Good Stopping Place on the Buffalo-Syracuse and Rochester-Syracuse Routes.
 See the New York State Map in Front of This Book. Tourists Will Find

THE NEW WEBSTER

A First Class American Plan Hotel. Most convenient to Best Garage in the City.

HOTEL NESTER GENEVA, N. Y.

THOMAS W. LYND, Proprietor. (Formerly Hotel Walton, Philadelphia, Pa.)

Rooms en Suite with Bath

Elevator Service

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TELEPHONE SERVICE
 in Each Room

ELECTRIC LIGHTS

Located One-Half Block
 from Seneca Lake, Makes
 Our Rooms Nice and Cool.

The Only First-Class and Fireproof Hotel in the City
 Headquarters for Automobile Tourists

You Are Welcome to Our Hotel

We Will Do Our Best to Make Your Visit Comfortable

Look for "The Nester" Seneca & Exchange Sts.

Location Heart of City Garage Connected

American Plan, Rates \$2.00, \$2.50 and \$3.00 Per Day



THE KIRKWOOD

GENEVA, NEW YORK

Everything homelike and comfortable.

Centrally located.

Baker Bros. new and up-to-date garage in connection.

RATES: \$2.00 and \$2.50
 Per Day.

M. A. ROBERTS,
 Proprietor
 JAS. H. WARD,
 Manager

BAKER BROTHERS' GARAGE

Castle and Exchange Sts., GENEVA, N. Y.

SPECIAL ATTENTION GIVEN TO TOURISTS

STORAGE SUPPLIES—GASOLINE AND GENERAL REPAIRING

Buffalo, N. Y., Section

Route 465

- 70.0 4.9 **LIMA**; straight through the town. Cross iron bridge (70.6 m) and ascend grade, crossing RR. at Lima station (70.8 m). **CAUTION** (72.6 m) for steep downgrade; cross iron bridge (Honeoye Creek, 72.8 m), and curve sharp left—upgrade—avoiding right-hand road (73.0 m), then straight ahead through prominent 4-corners (74.0 m).
- 74.1 4.1 **W. BLOOMFIELD**; direct through small village.
- 79.0 4.9 Fork; take the left-hand road.
- 79.4 0.4 **E. BLOOMFIELD**; straight through.
- 80.2 0.8 **HOLCOMB**; direct through, crossing RR. (80.3 m). Cross iron bridge (82.5 m) and continue straight ahead over RR. (84.3 m).
- 86.4 6.2 Fork; take the right-hand road—macadam, curving left (86.9 m) into Buffalo St., Canandaigua, straight ahead over RRs. (87.2 m & 87.3 m).



Map showing routes through Canandaigua, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

- 87.5 1.1 Meet trolleys, turning right down Main St., which follow across N. Y. C. RR., center of
- 88.4 0.9 **CANANDAIGUA**, Main St., business center.
Flannigan's Restaurant, east side of Main St.
Canandaigua House, adjoining N. Y. Central Station.
The New Webster, Main & South Sts.
Canandaigua Auto Shop, 30 Ontario St.
Canandaigua Garage, 221 Main St., South.
- 88.4 0.0 Straight ahead on Main St., to end of same at Canandaigua Lake.
- 89.3 0.9 Leave trolleys by turning left on the main-traveled road, straight ahead for several miles.
- 95.9 6.6 Pass under RR. at small village of **Hopewell**.

Route 465**Buffalo, N. Y., Section**

- 97.9 2.0 Pass under RR. at small village of **Flint**; straight ahead across RR. (101.2 m).
- 103.0 5.1 4-corners (stone wall on left); turn left.
- 103.2 0.2 Turn right into road which becomes Washington St, Geneva.
- 104.6 1.4 End of Washington St. at small park; turn left into Park Place, turning right along end of park to Main St.
- 104.7 0.1 Turn left into Main St.
- 104.9 0.2 Turn right into Castle St.
- 105.1 0.2 **GENEVA**, Castle & Exchange Sts.
The Carrollton, 63 Seneca St., near S. Main St.
The Kirkwood, Exchange & Castle Sts.
Hotel Nester, Exchange & Seneca Sts.
Dan Deegan's Cafe, 486 Exchange St.
Baker Bros. Garage, 39 Castle St.
Geneva Automobile Co., 145 Castle St.
- 105.1 0.0 Turn left on Exchange St., following trolleys across RR. (105.3 m).
- 105.7 0.6 **Exchange & North Sts.**; turn right on E. North St., passing under RR. (106.2 m). Cross RRs. (106.7 m & 106.8 m), thence on direct but bad road (1909) into
- 112.0 6.3 **WATERLOO**; straight through center of town, following trolleys, with several crossings of same, all way into Fall St.,
- 115.6 3.6 **SENECA FALLS**, Fall & State Sts.
Hoag House, on left.
- 115.7 0.1 Turn left from Fall St. into Cayuga St., crossing RR. (116.0 m).
- 116.3 0.6 Fork; take the right-hand road.
- 118.7 2.4 End of road; turn right across the Montezuma Marshes—in wet weather it may be advisable to put on chains for about 2 miles. Cross "Free Bridge" over the Seneca River (120.7 m) and Cayuga & Seneca Canal (121.0 m), then straight ahead through prominent 4-corners (121.1 m), right-hand road goes to Cayuga and Union Springs).
- 123.3 4.6 4-corners; turn left with the macadam, which follow across RR. (126.3 m) and through 4-corners with many signs (127.6 m). Cross stone bridge and RR. (128.9 m) into Clark St., Auburn; avoid left-hand road which crosses the river by keeping right on Clark St. to end of same.

TRUFFAULT-HARTFORD
SHOCK ABSORBER**Saves**
Tires—Saves
Repairs—Saves You

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

130.6 7.3 **AUBURN**, Clark & State Sts.

Osborne House, State & Water Sts., 1 block to left.

Auburn Automobile Co., Water St. near Osborne House.

Turn right (130.6 m) on State St. to end of same at Genessee St.

130.7 0.1 Turn left into Genessee St., straight ahead across RR. and small bridge (Owasco River—130.9 m) into E. Genessee St.

131.1 0.4 Turn left into Fulton St.

131.2 0.1 Turn (1st) right into Grant Ave., which follow all the way out of the city. Cross RR. (134.7 m).

135.7 4.5 **SENNETT**; turn right at 4-corners, straight ahead on main road, slowing down for autotraps entering141.0 5.3 **ELBRIDGE**; straight through small village.147.9 6.9 **Caution** (Automobile Club of Syracuse warning sign); bear right down steep, winding grade—good control essential.148.2 0.3 **CAMILLUS**; straight through small village, crossing iron bridge. Cross RR. at Camillus station (148.6 m) and ascend steep, winding grade; road is now up and down grade direct into W. Genessee St., Syracuse. Cross RR. (154.8 m), and canal bridge, passing under RR. (154.9 m).

155.0 6.8 Fork; leave trolleys to right by keeping left on W. Genessee St., past St. Joseph's Hospital (on left). Pick up trolley (156.1 m) and follow same across RR. (156.3 m).

156.4 1.4 Turn right from W. Genessee St. into Salina St., crossing lift bridge over Erie Canal.

156.5 0.1 **SYRACUSE**, E. Genessee & S. Salina Sts., business center.

The Onondaga, Warren & Jefferson Sts.

Yates Hotel, E. Genessee & Montgomery Sts.

O'Donnell's Grill, Clinton & Fayette Sts.

Bissell's Garage, 109 S. State St.

For city map, see Syracuse Section, page 479.

For diverging routes, see Index map, Syracuse Section, page 476.

For through connections, see Trunk-line Index map, page 1B.

Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart

HAVOLINE
OIL

FOR AUTOMOBILE LUBRICATION

See

Page 12



Route 467—Buffalo to Elmira, N. Y.—160.2 m.

Route map, page 667

Reverse route, No. 381

Main traveled line via BATAVIA, Leroy; Caledonia, AVON, GENESEO, Dansville, Bath and CORNING. Macadam more than half way, and gradually extending; the balance mostly good country road, with a great deal of interesting scenery. Many dangerous RR. crossings.

This route follows the generally used way between Buffalo and Batavia via Clarence and Pembroke. For the alternate line through Bowmansville and Corfu—2.5 miles shorter, and equally good except for a relatively short stretch east of Corfu—which is heavy traveling in or after wet weather—see the first one of the two options given in connection with the Buffalo-Rochester route, No. 661A.

MILEAGES
Total Intermediate

(For this and optional exits, see Buffalo city map, page 667.)

0.0 0.0 **BUFFALO**, Main & Court Sts., business center, Lafayette Monument on right.

Start nearly north on Main St.; pass Genesee St. (on right—0.2 m), and follow Main St. trolleys (all the way out of the city). Cross Humboldt Parkway of the Buffalo Park system (3.3 m) and bridge over RR. (3.9 m); cross RR. and pass under RR. (4.9 m). Continue through two small settlements (Eggertsville and Snyder; speed traps, 1909), running under RR. (9.2 m).

9.7 9.7 **WILLIAMSVILLE**; straight through suburban village, passing left-hand road (12.3 m, which leads to Lockport). Cross RRs. (15.9 m & 18.0 m).

18.1 8.4 **CLARENCE**; straight through center of town.

25.8 7.7 **Pembroke**; direct through small village—caution for dangerous grade crossing (29.6 m).

32.4 6.6 **E. Pembroke**; straight through small village. Cross iron bridge (Towawanda Creek—35.0 m), and pick up trolleys (at 37.9 m, 1909). Follow tracks into W. Main St., keeping to left of Court House (38.9 m), entering

39.0 6.6 **BATAVIA**, Main St., business center.

Hilts & Kennedy, Garage, opposite Court House.

40.0 1.0 Leave trolleys and left-hand road (which goes to Rochester via Byron and Bergen), by keeping straight ahead across RR. (40.1 m). Caution for dangerous 4-tracks RR. crossing (40.6 m), then straight ahead across bridge over RR. (41.7 m).

44.6 4.6 **STAFFORD**; straight through small village, crossing RRs. (45.2 m & 48.3 m).

48.9 4.3 **LEROY**; direct through, crossing stone viaduct (49.0 m). Continue through Lime Rock hamlet (52.3 m), crossing RRs. (53.8 m & 64.4 m)..

55.9 7.0 **CALEDONIA**; end of street at Soldiers' Monument; turn right—sign "Avon"—crossing RR. (56.1 m).

—Dangerous Turn Ahead
AKLAXON would Clear It For You

• Buffalo, N. Y., Section

Route 467

- 59.1 3.2 Fork; keep to left with macadam, straight ahead through prominent 4-corners with automobile club signs (60.8 m —left-hand road leads to Rochester via Scottsville): Descend grade, crossing RR. at **Nova station** (61.2 m); cross iron bridge (62.2 m) and RR. (62.8 m), ascending grade into
- 63.0 3.9 **AVON**, end of road at village park; turn right, passing the **St. George Hotel**, on left after the turn.
Road from Rochester via Henrietta and East Avon comes in from the east at the park, Avon.
- 63.4 0.4 Leave the unimproved direct road by turning right; pass under RR. (63.6 m) and cross trolley.
- 63.8 0.4 At 4-corners immediately after crossing trolley turn left onto macadam. Pass under RR. (64.5 m) and follow main-traveled road, which becomes the Avon Road, Geneseo; at Court House (on right, 72.1 m), jog slightly right into Main St.,
- 72.3 8.5 **GENESEO**, fountain in center of street.
The Stanley, Main St.
Straight through center of town.
- 72.4 0.1 End of Main St. at stone wall; turn right, curving left just beyond, straight ahead past right-hand road (73.4 m).
- 76.5 4.1 End of road; turn left (road to Mt. Morris turns right).
- 76.6 0.1 Turn (next) right, following the main road.
- 78.2 1.6 Fork; keep to left with telegraph poles.
- 83.1 4.9 **GROVELAND**; cross RR. at Groveland station; pass left-hand road (83.9 m), and ascend long grade.
- 84.5 1.4 Turn left over RR. bridge, crossing RR. (84.8 m); cross iron bridge (87.4 m), straight ahead into Main St.,
- 91.1 6.6 **DANSVILLE**, center of town.
For the Jackson Health Resort, turn left on William St., or Perine St.; the building may be seen on the hillside, over to the left.
Continue straight through center of town, passing left-hand road (92.6 m).
- 93.7 2.6 Fork—telegraph poles both ways; take the right-hand road, upgrade. Cross bridge over RR. (94.0 m), direct through **Perkinsville** (small village, 95.4 m), crossing bridge over RR. (95.5 m).
- 95.6 1.9 Fork; take the left-hand road—sign "Cohocton," "Bath." Cross RR. (95.8 m), following main-traveled road and telegraph poles.
- 97.6 2.0 Avoid right-hand road (which goes to Hornell), by keeping to left over small bridge.
- 97.7 0.1 Avoid left-hand road (which leads to Wayland) by keeping to right with telegraph poles. Continue through prominent 4-corners (98.8 m) and over stretch of narrow road along foothills—bad in wet weather.
- 99.7 2.0 Fork; take the right-hand road, upgrade.

Route 467**Buffalo, N. Y., Section •**

- 103.6 3.9 3-corners; turn left (leaving on the right a road which leads to Hornell). Cross RR. (103.8 m), iron bridge and RR. (103.9 m).
- 104.2 0.6 **COHOCTON**, central 4-corners; turn right, passing P. O. (on left, after the turn).
- 108.6 4.4 Fork immediately after crossing iron bridge; take the left-hand road with the wires.
- 111.8 3.2 **AVOCA**; straight through on Main St., crossing RR. Pass right-hand road (113.6 m, which crosses iron bridge), direct over RR. (113.8 m).
- 114.2 2.4 Curve left and immediately turn right (without crossing RR.), then straight ahead across RRs. (114.6 m & 115.2 m) and iron bridge (115.5 m).
- 116.0 1.8 **KANONA**; straight through small village, crossing RR. (117.5 m).
- 117.7 1.7 Fork; bear right across small bridge, shortly passing Soldiers' Home (on right—118.2 m), same thorofare becoming W. Morris St., Bath.
- 119.5 1.8 Fork ("the point"); bear left on Steuben St.
- 119.8 0.3 **BATH**, park on right; straight through on Steuben St. Curve right on macadam at farther edge of town, crossing RR. (120.6 m).
- 121.7 1.9 Fork; bear right with the macadam.
- 122.0 0.3 Fork immediately after crossing small iron bridge; take the left-hand road, upgrade. Cross iron bridge (123.5 m), following main road (123.9 m) up long grade; cross RRs. (124.2 m & 125.4 m), and iron bridge (126.2 m).
- 126.3 4.3 **Savona**; straight through small village. Cross RRs. (126.8 m & 127.7 m), following along stream.
- 130.8 4.5 **Campbell**; straight through small village, crossing RRs. (131.1 m & 131.2 m).
- 133.4 2.6 Turn right with the best road; cross iron bridge and immediately turn left. Cross RRs. (134.6 m & 134.7 m), bearing left (135.3 m) over RR. (135.4 m), iron bridge (135.5 m) and RR. (135.6 m).
- 136.0 2.6 **Coopers**; straight through small village. Cross long low iron bridge (137.0 m), bearing slightly right (138.0 m); cross RR. (138.2 m), iron bridge (138.3 m) and RR. (138.4 m).
- 139.0 3.0 **PAINTED POST**; straight through, passing Indian Monument in center of street. Cross RRs. (139.2 m & 140.0 m), picking up and following trolleys into Poultney St., Corning.
- 140.8 1.8 Turn right with car-tracks into Bridge St. Cross long iron bridge (141.0 m) and bridge over RR. (141.1 m); descend grade and turn sharp left with trolleys into W. Market St.,

WHILE IN CORNING
LEAVE YOUR CAR AT

THE CORNING AUTOMOBILE CO.

ABSOLUTELY FIRE PROOF **GARAGE** STORAGE AND REPAIRS

Distributors Pierce Arrow Motor Cars. Everything in Tires and Motor Accessories

9 and 11 East Tioga Avenue, Corning, N. Y., Adjacent to Hotels

141.6 0.8 **CORNING**, center of city.

Corning Automobile Co. Garage, 9 E. Tioga Ave.

Straight through on Market St., following the trolleys; when tracks leave (to right—142.4 m) continue straight ahead across long iron bridge (142.8 m) and RR. (142.9 m).

146.0 4.4 **Special caution** for dangerous crossing of D. L. & W. and Erie RRs. at East Corning station.

148.7 2.7 **Big Flats**; straight through small village, following the macadam.

151.6 2.9 Turn left over RR. bridge, turning right on main road immediately beyond.

152.2 0.6 Turn right with the macadam (leaving dirt road straight ahead). Cross RRs. (162.9 m, 153.7 m & 154.5 m); cross RR. and pass under RR. (154.8 m).

155.2 3.0 Prominent 4-corners, where heavy telegraph wires cross; turn right with the most travel. Cross RR. (157.0 m) and pass **Elmira Heights** station (on left); same thoroughfare becomes Grand Central Ave., which follow, bearing slightly left through 4-corners (157.7 m).

157.8 2.6 [Take care not to pass right-hand road just before next RR. crossing]; turn right, passing statue of horse ("The American Girl") on right after the turn—now in **Eldridge Park, Elmira**.

158.1 0.3 Turn right under RR. into West Side Ave.

158.2 0.1 Turn left into College Ave., following trolleys.

159.5 1.3 Fork; bear left into Park Place, with the car-line, same thoroughfare becoming Main St., which follow to its end (passing **Southern Tier Motor Co.**, on right—160.1 m).

160.2 0.7 **ELMIRA**, Main & Water Sts.

Hotel Rathbun, Water St., between Main & Lake Sts.

The Langwell, Market & State Sts.

La France Motor Car Co., Carroll & Fox Sts.

For city map, see Elmira Section, page 579.

For diverging routes, see Index map, Elmira Section, page 577.

For through connections, see Trunk-line Index map, page 1B.

\$7⁷⁵ "Nightingale" Whistle \$7⁷⁵

Complete

Complete

ATTACHED IN LESS THAN AN HOUR

Route 471

Buffalo, N. Y., Section

Route 471—Buffalo, N. Y., to Erie, Pa.—93.1 m.

Route map below

Reverse route, No. 601

Via Silver Creek, FREDONIA and WESTFIELD, N. Y., and North-east, Pa.—within a few miles of Lake Erie practically all the way. Mostly good gravel, with some clay (bad only after heavy rains) on the first half; a fine trip in settled weather.

MILEAGES (For this and optional exits, see Buffalo city map, page 667.)

Total	Intermediate	
0.0	0.0	BUFFALO , Main & Court Sts., Lafayette Monument on left. Start nearly south on Main St.
0.2	0.2	Turn left with one line of trolley on Swan St.—straight ahead exactly one mile to Hamburg St.
1.2	1.0	Turn right (auto club sign) on Hamburg St., crossing viaduct over RR. (1.4 m).
1.5	0.3	Turn first left beyond the viaduct into Scott St., turning right under RR. (1.6 m) into Red Jacket St.
1.8	0.3	End of Red Jacket St.; turn left on Elk St., following trolley across long viaduct over RRs.
2.0	0.2	Fork at end of viaduct; take the right-hand street—Abbotts Road—straight ahead over RR. viaduct (2.5 m), iron bridge (2.7 m) and under RR. (3.3 m). Pass right-hand street (Triangle St.—3.6 m), straight ahead 4-10 mile.
4.0	2.0	Turn right into South Side Parkway, following same over RR. bridge (6.2 m) and straight across South Park Ave. (trolley line).
6.3	2.3	Fork entering South Park; keep to left of conservatory, following parkway, to
6.9	0.6	Fork with iron watering-trough; take the left-hand road, running out of park at the Ridge Road.
7.0	0.1	Turn right on the Ridge Road, crossing long viaduct over RRs.
7.8	0.8	End of Ridge Road at steel plant; turn left on the Lake Shore Road, following trolleys until they bear left on private right of way (11.8 m).
12.2	4.4	Pass Children's Fresh Air Mission, and immediately make "S-turn" to the right—closer to lake—crossing iron bridge (13.5 m).
15.7	3.5	Caution for sharp left, curving right just beyond (15.8 m); keep to the right, curving left up long grade close to lake (fine view). Follow direct road for 3 miles— caution

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Map of the Buffalo-Erie route, following the south shore of Lake Erie, practically all the way.

HOTEL COLUMBIA, FREDONIA, N. Y.

Directly opposite the Parks

**Headquarters for
Automobile Tourists**ONE OF THE
BEST EQUIPPED BUFFETS IN
THE COUNTRYStorage Facilities and Supplies
in Connection with Hotel.

S. E. STONE, Proprietor.

UP-TO-DATE AUTOMOBILE SUPPLIES**A. E. SPENCER & BRO.**

31 East Main St., FREDONIA, N. Y.

STOP AND BE WELL EQUIPPED FOR THE TRIP

- (18.9 m) for sharp downgrade; cross iron bridge over 18 Mile Creek, and immediately ascend winding grade.
- 21.1 5.4 **(Take care not to pass)**; leave the road straight ahead by turning left with telegraph poles.
- 24.4 3.3 **Evans**; cross iron bridge (24.5 m), then straight ahead on main road through the Cattaraugus Indian Reservation, past left-hand road (29.8 m—which goes to Farnham).
- 31.9 7.5 **Caution** for square left turn under L. S. & M. S. RR., crossing Nickel Plate and Penna. RRs. just beyond (station on left). Immediately bear right over iron bridge (Cattaraugus Creek) into
- 32.1 0.2 **IRVING**; turn right at hotel, turning left with road at flagpole. Just beyond turn right, past church (on right after the turn), following direct road.
- 35.1 3.0 End of road, after going up long hill; turn right, down steep grade—"Oak Hill"—crossing bridge (35.3 m).
- 35.4 0.3 **SILVER CREEK**; meeting trolleys, turn left on Main St., past park (on right, after the turn). Cross concrete bridge (35.9 m), and follow main road up and downgrade, with frequent curves, direct through **Sheridan**. Cross RR. at **Sheridan Station** (on left—41.7 m) straight ahead over RR. (46.7 m) into Main St.,
- 47.3 11.9 **FREDONIA**, parks on right.
Columbia Hotel, on right.
A. E. Spencer & Bro., Auto Supplies, 31 E. Main St.
Fredonia Garage, 9 Day St., near Main St.
For direct connection to Jamestown, see route No. 476.
Straight through on Main St.; cross iron bridge (47.5 m); ascend grade and continue through the Chautauqua County "Grape Belt." Cross bridge over creek (Lamberton—51.2 m), and continue straight through.
- 54.1 6.8 **BROCTON**; direct through, crossing bridge over RR.

PORTAGE INN NORTH PORTAGE ST. WESTFIELD, N.Y.

NEW UP-TO-DATE HOTEL

BETWEEN LAKE ERIE AND LAKE CHAUTAUQUA

GOOD GARAGE NEARBY

JOHN C. JONES, Proprietor

- 55.5 1.4 **PORTLAND**; straight through on the main road.
- 62.4 6.9 **WESTFIELD**, park on left, business center.
For connection to Mayville and Jamestown, via the west side of Chautauqua Lake, see route No. 473.
- Portage Inn**, North Portage St., near Main St.
Straight through, across long viaduct.
- 64.7 2.3 **Special caution** for abrupt right turn over 2 RRs. at **Forsythe Crossing** and immediately left.
- 70.4 5.7 **RIPLEY, N. Y.**; direct through **State Line** into Pennsylvania.
- 74.1 3.7 Curve left, down steep grade (**State Line Hill**); cross iron bridge (74.2 m), and ascend grade, curving right—straight ahead into Main St.,
- 77.8 3.7 **NORTHEAST, Pa.**, park on right. Continue straight through on Main St., following trolley through Harbor Creek (85.0 m).
- 86.0 8.2 **Caution** for abrupt left turn across 2 RRs. and immediately right—straight ahead to the edge of Erie, crossing viaduct over RR. (90.9 m).
- 91.0 5.0 Turn right (**caution**) with trolley under RR., curving left (91.2 m) into 18th St., straight ahead to State St.
- 92.4 1.4 **18th & State Sts.**
(Through trips to Cleveland and intermediate points may connect here with the Erie-Cleveland line—at 0.7 mile, route No. 603—without going into the city.)
For center of Erie, turn right on State St., which follow under L. S & M. S. RR. (92.6 m) to

- 93.1 0.7 **ERIE, State St. at park**, business center.

Reed House, opposite the park.

Star Electric & Garage Co., 609 French St.

Irwin's Garage, 513-515 French St.

For diverging routes, see Index map, Erie Section, page 760.

For through connections, see Trunk-line Index map, Vol. 4.

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New Haven, Conn.

Bragg
Stitched Tires
PATENTED
CAPABLE OF GREAT MILEAGE



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54

Jamestown Garage Company

Cherry St., opposite Sherman House, JAMESTOWN, N. Y.

FIREPROOF

- 72.9 3.0 **CHAUTAUQUA ASSEMBLY GROUNDS** (on left).
Straight ahead across 2 small bridges (74.6 m) passing
several roads on right and left.
- 78.1 5.2 **Stow** (small village); cross trolley, shortly leaving tracks
to left.
- 81.5 3.4 Turn left with telegraph poles straight ahead across
trolley (82.4 m) and iron bridge (82.5 m); again cross
trolley (83.6 m) and RR. (83.9 m), passing under RR.
(84.0 m).
- 84.8 3.3 [At this mileage, left-hand road leads into **Lakewood**];
continue straight ahead, same thorofare becoming Fair-
mount Ave., Jamestown. Cross RR. (88.5 m) and imme-
diately bear right over iron bridge (88.7 m) and RR.
(88.8 m), ascending grade to.
- 89.1 4.3 End of Fairmount Ave.; turn left, following trolley on
3rd St.
- 89.5 0.4 **JAMESTOWN**, 3rd & Main Sts., business center.
Jamestown Garage Co., 2nd & Cherry Sts.
For city map, see page 779.
For diverging routes, see Index map, page 665.

Route 474—Jamestown to Buffalo, N. Y.—89.5 m.

Route map, page 665

Reverse route, No. 473

Skirting the southwest side of Chautauqua Lake to MAYVILLE, thence across to WESTFIELD, following the lake shore road balance of way to FREDONIA, Silver Creek and Buffalo. Longer but better way than Route No. 478—good roads practically throughout—a fine trip in settled weather.

MILEAGES (For optional exits, see Jamestown city map, page 779.)
Total Intermediate

- 0.0 0.0 **JAMESTOWN**, 3rd & Main Sts., business center.
Start nearly west on 3rd St., following the trolley.
- 0.4 0.4 Leave trolley by turning right on Fairmount Ave., down-
grade across RR. (0.7 m) and iron bridge (0.88 m). Bear
left across RR (1.0 m), leaving trolley (to right—3.3 m),
by keeping straight ahead on main road.
- 4.7 4.3 [At this mileage, right-hand road leads to Lakewood];
continue straight ahead under RR. (5.5 m) and across
RR. (5.6 m) and trolley (5.9 m).
- 6.1 1.4 Cross small bridge and at fork immediately beyond take
the right-hand road, straight ahead across iron bridge
(7.0 m) and trolley (7.1 m).
- 8.0 1.9 End of road; turn right.
- 11.4 3.4 **Stow**; direct through small village, shortly leaving trol-
ley to right. Pass left-hand road (13.5 m), straight ahead
across 2 small iron bridges (14.9 m).

Buffalo, N. Y., Section

Route 475

- 16.6 5.2 **CHAUTAUQUA ASSEMBLY GROUNDS** (on right).
- 18.1 1.5 Fork; take the right-hand road—closer to the lake.
- 19.6 1.5 Cross bridge over RR. and turn right immediately beyond following trolley past **Mayville station** (on right—19.8 m).
- 19.9 0.3 Turn left, upgrade into the main street of
- 20.6 0.7 **MAYVILLE**; straight through on main road, up and downgrade, crossing trolley (25.6 m).
- 25.7 5.1 Fork; take the right-hand road. Cross iron bridge (25.9 m) and keep to the right, crossing RR. (26.4 m). Picking up trolley (26.5 m), follow same on S. Portage St. to
- 27.1 1.4 **WESTFIELD**, Main & Portage Sts.

Portage Inn, North Portage St., near Main St.

Turn right on Main St.—now on the Erie-**Buffalo** route, No. 601. By setting odometer at 30.7 m to conform with that route, full running directions and distances will be had balance of way to **Fredonia**, **Silver Creek** and **Buffalo**. Total distance **Jamestown** to **Buffalo** this way 89.5 m.

Route 475—Mayville to Jamestown, N. Y.—21.0 m.

Route map, page 665

Reverse route, No. 475A

Via east shore of Chautauqua Lake and Hartfield, Point Chautauqua, Bemus Point and Greenhurst. This is full option to the route via the west shore of the lake which passes the Chautauqua Assembly Grounds.

The ferry at Bemus Point offers the tourist the opportunity to not only split this circuit of the lake in two, but also to vary his trip to the various lake resorts as occasion may demand.

MILEAGES
Total Intermediate

0.0 0.0 **MAYVILLE**, Court House on left.

From center of town go east, passing between Court House and County Jail, shortly running down long grade past cemetery (on left), crossing RR. (0.8 m), going straight ahead to small village of

- 1.8 1.8 **HARTFIELD**; straight ahead across iron bridge to
- 2.0 0.2 Fork of 3-roads; turn right across small bridge, shortly running up long heavy grade to prominent right-hand road leading into
- 3.9 1.9 **POINT CHAUTAUQUA**; bear slightly left with main travel to fork on edge of
- 4.4 0.5 **DEWITTVILLE**; bear right, running straight through center of town. Avoid road to the left (5.1 m), going straight ahead on almost straight road, through prominent cross-road (7.6 m). Curve right and left with road across small bridge (8.0 m); turn right across RR. (9.8 m), running between number of summer homes to boat-landing (on right) at

HAVOLINE
OIL

FOR AUTOMOBILE LUBRICATION

See

Page 12



Route 475 A**Buffalo, N. Y., Section**11.0 6.6 **BEMUS POINT**—ferry is straight ahead a short distance.

For Jamestown turn square left, crossing iron bridge (11.7 m) and RR. (12.0 m), curving right with road just beyond. Follow road along hillside with fine view of southern end of lake; curve left and right down short grade (14.4 m), continuing on direct road to prominent right-hand road leading into

16.0 5.0 **GREENHURST.**

Greenhurst on Chautauqua Lake, the autoist's home.

Continue straight ahead on direct road, passing through Fluvanna. Avoid all branch roads, running direct to

19.6 3.6 Prominent right-hand road, immediately passing under RR.; turn right, same thoroughfare becoming Washington St., which follow, running up sharp grade (20.3 m). Pass Pendergrast Library (on left—20.6 m), running down-grade just beyond.

20.8 1.2 Main St.; turn left to business center of

21.0 0.2 **JAMESTOWN**, Main & 3rd Sts.

Jamestown Garage Co., 2nd & Cherry Sts.

For city map, see page 779.

For diverging routes, see Index map, page 665.

Route 475A—Jamestown to Mayville, N. Y.—21.0 m.

Route map, page 665

Reverse route, No. 475

Via east side of Chautauqua Lake. This is a full option to the route via Lakewood and Chautauqua, offering easy access to the many summer resorts on the east side of the lake, principally Greenhurst, Bemus Point and Point Chautauqua.

This in connection with the route via the west side of the lake offers one of the finest 45-mile runs in western New York. The ferry at Bemus Point gives the tourist an opportunity to cross the lake and divide the circuit approximately in half, if desired.

MILEAGES (For this and optional exits, see Jamestown city map, page 779.)
Total Intermediate

0.0 0.0 **JAMESTOWN**, Main & 3rd Sts., business center; go west two blocks on 3rd St.0.2 0.2 **Washington St.**; turn right upgrade, passing Pendergrast Library (on right at top of hill). Continue straight ahead, running downgrade, past fair grounds (on left—0.8 m).

1.4 1.2 End of road; bear left under RR. From here on the main travel road is followed all the way, passing through Fluvanna (3.4 m). Pass school (on right—4.0 m) to prominent left-hand road leading into

5.0 3.6 **GREENHURST.**

Greenhurst on Chautauqua Lake.

Continue straight ahead (RR. may be seen over to the left most of the way).

6.6 1.6 Bear left with main travel up short grade, curving right just beyond. Avoid road to the right (7.7 m), curving left, cross RR. tracks (9.0 m), straight ahead to end of road at

Buffalo, N. Y., Section

Route 476

10.1 3.5 **BEMUS POINT**, boat landing straight ahead.

To reach the ferry turn left, going straight ahead to end of point.

For Point Chautauqua turn square right, following road close to shore of lake, avoiding road to the right (10.3 m)—**caution** for RR. crossing (11.2 m). Turning left just beyond, continue on direct road; avoid road to the left (11.6 m)—straight through 4-corners (13.2 m). Follow straight road with beautiful views of the northern end of lake, curving left with road into

16.3 6.2 **DEWITTVILLE**; continue straight through to prominent left-hand road leading into

17.0 0.7 **POINT CHAUTAUQUA**; straight ahead on direct road, bearing slightly right—**caution** for heavy downgrade (18.0 m)—crossing small bridge (18.9 m), bearing left into

19.2 2.2 **HARTFIELD**; straight through, passing sawmill (on right), running between long double row of trees; cross RR. (20.2 m), passing cemetery (on right), straight up heavy grade to center of

21.0 1.8 **MAYVILLE**, Court House on right, County Jail on left.

For connection to Westfield, where the through Erie-Buffalo route is met, see Route No. 474.

The FREDONIA GARAGE

9 Day Street, near Main, FREDONIA, N. Y.

WE INVITE YOU TO STORE YOUR CAR WITH US

We carry a full line of Tires and Sundries, and employ up-to-date mechanics. Our Garage is Fireproof. We Cater to Tourists. Phone. R. McDONALD, Mgr.

Route 476—Fredonia to Jamestown, N. Y.—26.0 m.

Route map, page 665

Reverse route, No. 476A

Via Lilly Dale and Cassadaga, over rolling country, first part to Cassadaga up-grade a large part of the way. Roads good practically all the way except for one or two short sandy spots in very dry weather. This is the shortest connection for trips from Buffalo and the east to Jamestown and points on the southern end of Lake Chautauqua.

MILEAGES
Total Intermediate

- | | | |
|-----|-----|--|
| 0.0 | 0.0 | FREDONIA , Main & Water Sts.; go straight south on Water St., bearing slightly right across iron bridge to |
| 0.2 | 0.2 | Fork just beyond iron bridge; keep slightly right, up easy grade. Continue straight ahead on direct road, crossing RR. (1.4 m); straight through prominent 4-corners on edge of Laona (1.7 m), shortly running up long grade— caution for dangerous RR. (2.3 m)—continuing up steeper grade. |
| 3.5 | 3.3 | Left-hand branch road at top of hill—school in fork; bear left, passing school (on right) after the turn. Down-grade through small gulley (4.2 m); curving left and right up corresponding grade— caution for RR. crossing (4.8 m); curving right and left just beyond to |

Route 476 A**Buffalo, N. Y., Section**

- 5.0 1.5 Prominent 3-corners, school on left; turn right, shortly running upgrade, passing through woods and re-crossing dangerous RR. (5.8 m), coming within sight of Cassadaga Lake (on left). Pass road on left leading into Lilly Dale (6.1 m), running straight ahead to
- 7.2 2.2 **CASSADAGA STATION** on left; straight ahead on direct road along foot of hills, avoiding all intersecting roads, bearing slightly left (11.2 m)—avoid road to the right. Pass pond (on right) in small hamlet of
- 14.4 7.2 **So. Stockton**; avoid road to the left, going straight ahead through prominent cross-road (15.7 m—road to left leads direct to Sinclairville—3 miles). Downgrade across iron bridge (17.0 m).
- 17.2 6.8 **Fork at Towers Corners**, school on left; road straight ahead goes up long grade; bear left, following along foot of hills.
- 20.6 3.4 Fork; road to the left leads downgrade. Bear right upgrade, winding through woods. Follow direct road, avoiding all intersections, crossing RR. (24.2 m) and passing cemetery (on left—24.7 m); same thorofare becomes Main St., which follow direct to business center of
- 26.0 5.4 **JAMESTOWN**, Main & 3rd Sts.

Jamestown Garage Co., 2nd & Cherry Sts.

For city map, see page 779.

For diverging routes, see Index map, page 665.

Route 476A—Jamestown to Fredonia, N. Y.—26.0 m.

Route map, page 665

Reverse route, No. 476

Via Cassadaga and Lilly Dale, over rolling country on good dirt roads practically all the way. One or two sandy spots in very dry weather.

MILEAGES

Total Intermediate (For this and optional exits see Jamestown city map, page 779.)

- 0.0 0.0 **JAMESTOWN**, Main & 3rd Sts.; go north on Main St. upgrade, shortly running downgrade on same street; continuing straight out of town, passing Lakeview Cemetery (on right—1.0 m).

Avoid road to the left just beyond and also at 1.5 m; follow direct road, bearing left (4.8 m) down long winding grade through woods. Follow main travel along foot of hills, bearing right around white schoolhouse at **Towers Corners** (8.8 m); going straight through prominent cross-road (10.3 m) (road to the right leads to Sinclairville—3 miles). Pass school (on left—11.3 m), to prominent fork in small hamlet of

- 11.6 11.6 **So. Stockton**; bear right, crossing iron bridge and passing pond (on left). Follow direct road, which is liable to be rutty in bad weather, for a short distance. Avoid road to the left (14.8 m), bearing right just beyond on good road along foot of hills direct to prominent cross-road at

Buffalo, N. Y., Section**Route 477**

- 18.0 6.4 **CASSADAGA STATION** (on right); straight ahead, passing **Lilly Dale** over to the right (19.1 m)—caution for RR. crossing (20.2 m), running through woods just beyond, down rough sharp grade.
- 21.0 3.0 3-corners—schoolhouse straight ahead; bear left, winding to the right, re-crossing **dangerous RR.** Continue on direct road, curving right at schoolhouse (22.5 m), down long grade, crossing RR. again (22.8 m); straight through prominent cross-road on edge of **Laona** (24.3 m). Cross RR. (24.6 m), same thorofare becomes **Water St.**, which follow straight ahead across iron bridge (25.8 m), running onto brick pavement to center of
- 26.0 5.0 **FREDONIA**, Main & Water Sts., parks on right and left.
Hotel Columbia, west side of park.
A. E. Spencer, auto supplies, 39 East Main St.
Fredonia Garage, east side of park.
For Buffalo, see Route No. 601. For Erie, see Route No. 471.

Route 477—Buffalo to Jamestown, N. Y.—70 m.

Alternate route via Hamburg, Gowanda and Dayton, shorter than the corresponding routes by the Lake Shore, but not so good. Not revised for 1910—general directions and approximate distances only.

From Main & Swan Sts., lower business center (Ellicott Square and Fidelity Trust Co. buildings on opposite corners), run east on Swan St.—asphalt, single car-track—along south side Ellicott Sq. building, passing P. O. (on left), two blocks from Main St.

Straight ahead 11 blocks of different length from P. O. (13 blocks counting from Main St.), watching on right for Hamburg St., which starts from Swan St. Turn right into Hamburg St.—stone pavement—crossing very long steel, asphalted viaduct over N. Y. Central and Lake Shore RRs.

Stone pavement again to and under Lehigh Valley RR. tracks; meeting trolley one block beyond, follow them short distance, making left turn into Elk St.—asphalt double car-tracks. Straight ahead on Elk St. up stone-paved grade to asphalted viaduct over wide net-work of RR. tracks.

Leaving viaduct bear right with trolleys into Abbott's Road—mostly asphalt—over another (3rd) RR. viaduct. Immediately beyond pass between brick factories and cross iron bridge over Buffalo Creek, following under D., L. & W. RR. to fork at Triangle St. (brick school on corner).

Keep left—straight ahead on Abbott's Road—short distance to fork at head of South Park Boulevard; here leave trolleys (which turn right down South Park Ave.), running diagonally right into the Boulevard. Continue on fine macadam, winding but unmistakable, to end of same by right turn, meeting double car-tracks in front of Conservatory.

Do not run across trolleys into South Park, but turn left with car-tracks, straight ahead through 4-corners just beyond (intersection of Ridge Road), Catholic church and school on left ($5\frac{7}{8}$ miles). Continue direct on the Hamburg Turnpike past Big Tree ($9\frac{5}{8}$ miles) to out-

Route 478

Buffalo, N. Y., Section

skirts of Hamburg. Here leave macadam, running onto brick pavement with trolleys, turning right down the main street of

HAMBURG

13½ miles from Buffalo

At end of brick pavement bear left on Pierce Ave. (dirt); about 1 mile beyond strike hill—bad in wet weather. Coming to fork 2¾ miles out of Hamburg, bear right and note road sign, "3 miles to Eden."

½ mile beyond bear right, down Eden Valley hill; cross bridge and go up big hill on the other side to Eden (19¼ miles). At fork in road, just beyond, bear right under RR. crossing; tracks now on left; pass through 4-corners, keeping straight ahead on main road to

NORTH COLLINS

24½ miles from Buffalo

Continue through with telegraph poles, crossing RR. tracks; at fork in road about 1 mile out, keep straight ahead past Lawton's station (28¼ miles). Caution for very sharp, dangerous curve one mile beyond, RR. tracks unseen until nearly upon them.

Make another sharp curve to bridge across creek, using care as road is washed away from both approach and exit. At fork about 1 mile beyond this bridge, keep to right along creek, which cross again about 200 yards beyond. Go down steep grade, across RR. tracks; then bear left down Buffalo St., crossing bridge over creek to center of village.

GOWANDA

34 miles from Buffalo

For the balance of the way the Blue Book lacks specific running directions; however, the route follows the general line of the Erie RR. through Dayton, Cherry Creek, Kennedy and Falconer to Jamestown. Enter by E. 2nd St., with trolleys; at fork, large brick (M. E.) church on right, jog right and immediately left on 3rd St. to Main St., business center of

JAMESTOWN

70 miles from Buffalo—(mileage approximate)

Jamestown Garage Co.

Route 478—Jamestown to Buffalo, N. Y.—71 m.

"Inland Route" via Gowanda and Hamburg; shorter, but not as good running as Route No. 474 via Westfield and the "Lake Shore Route." Not revised for 1910; general directions and approximate distances only.

Jamestown

Follow 3rd St. to E. 2nd St., thence along

East 2nd St. (brick paving) to

Falconer (2.6 miles).

keep straight ahead along the direct road through

Poland Center (7.0 miles).

Kennedy (9.0 miles).

to fork in road about 2 miles beyond Kennedy

turn left, proceeding to second road

turn right to first road

turn left and follow direct road through

Clear Creek (15.0 miles)

Conewango Valley (16.6 miles)

Cherry Creek (20.6 miles)

take first right turn beyond Cherry Creek

go ¾ mile to fork in road; take left fork leading to

South Dayton (25.8 miles).

take first right turn beyond South Dayton and
follow road to

Markham (30.7 miles)

turn left at Markham and go to first road
turn right and pass through

Dayton (33.0 miles)

leaving Dayton take right fork and about $1\frac{1}{2}$ miles further on,
take right fork, following down the valley to the right of
Erie RR. on adjoining hills, pass through

Gowanda (37.1 miles)

take road to left just beyond big bridge
turn to right about 1 mile beyond bridge; cross RR. and up
sharp hill
turn left at first road and follow direct road through

Collins (40.0 miles)**Lawton** (43.4 miles)**North Collins** (47.2 miles)**Eden** (52.0 miles)

Eden Valley (54.1 miles) to the park at Hamburg; turn right and go to
street car tracks at

Hamburg (58.2 miles)

turn left, follow brick paving to macadam road through

Big Tree (62.0 miles)**Blaisdell** (63.7 miles)**West Seneca** (65.9 miles), running in front of

Conservatory (South Park on left) (66.1 m). Here leave car-
tracks, turning right into South Park Boulevard. Cross bridge
over RR. tracks immediately beyond (66.3 m). Curve left on
Boulevard (67.2 m), and again left at fork (68.0 m) to fork at
further edge of park (68.8 m).

Bear right and immediately left on Abbott Road, which follow
direct with trolleys under RR. track (69.5 m); cross iron
bridge over RR. tracks (70.3 m) to fork (69.6 m). Bear right
with trolleys upgrade and cross bridge over RR. (70.9 m) to
first right-hand street one block beyond (71.0 m).

Turn right on Red Jacket St., and after passing under RR.
tracks (71.2 m), curve immediately left on Scott St. to end of
same (71.3 m); here turn right on Hamburg St. across long
iron bridge over RR. tracks to end of street (71.6 m). Turn
left on Swan St. and follow same for one mile to Main St.
(72.6 m); turn right on Main St. to Lafayette Monument and
park, center of

Buffalo, Main & Court Sts. (72.8 miles).

Hotel Statler, Washington & Swan Sts.

Lafayette Hotel, Lafayette Sq.

Iroquois Hotel, Main & Eagle Sts.

Hotel Touraine, Delaware Ave. & Johnson Park.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

International Hotel

Half Block From Garage

Niagara Falls, N. Y.



HIGH CLASS

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300 Rooms. 100 Private Baths. Every room with hot and cold running water and Long Distance Telephone.

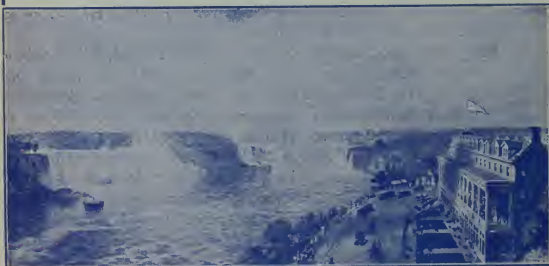
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HENSHAW & STEENMAN, Prop's.

Also managers HOTEL TOURAINE, Delaware Ave. & Johnson Park, Buffalo, N. Y.

THE CLIFTON HOTEL, Niagara Falls, Canada



View Showing Falls and East Wing of the Hotel

MODERN UP-TO-DATE HOSTELRY—Large, Airy Rooms, En Suite. With or Without Bath—Commands the only uninterrupted view of both Falls; overlooks Queen Victoria Park, the Northern Terminus of the Niagara Boulevard, now building on the Canadian side of the river.

CUSTOMS.—It should be particularly noted that the luggage of the travelers coming from the United States is brought to the hotel in bond, and there inspected by the customs authorities at your leisure, thus avoiding any delay. WORLD-WIDE COMMUNICATION. AUTOMOBILING.—For the benefit of the motor-car enthusiast a well-equipped "garage" is operated by the hotel. Special License Privileges for One-day Trips. WRITE FOR BOOKLET.

G. R. MAJOR, Manager

Route 481—Buffalo to Niagara Falls, N. Y.—21.6 m.

Route map, page 702

Reverse route, No. 482

Via Delaware Ave. to Tonawanda (asphalt, macadam and brick); thence on fair-to-poor dirt road, following the general course of the Niagara River. Extended across the International Bridge to Niagara Falls, Ont., where connection is made with the Canadian Section for St. Catharines, Hamilton, Brantford, Woodstock, London and Windsor, Ont. (Detroit, Mich.)

Except for the good exit from Buffalo, through Delaware Ave. and Delaware Park, the roads on this route are disappointing, though the distance is short and the trip can usually be made in fair time. It is proposed to construct a Boulevard over this line, but nothing has actually been done about it (fall 1909).

MILEAGES

Total Intermediate

(For this and optional exits, see Buffalo city map, page 667.)

- | | | |
|------|-----|--|
| 0.0 | 0.0 | BUFFALO , McKinley Monument, Niagara Sq. Start north on Delaware Ave.—straight out on asphalt to Gates Circle (2.5 m); bear right—half way around the Circle, and again straight out Delaware Ave., past Forest Lawn Cemetery (on right). |
| 3.0 | 3.0 | Turn first right after passing entrance to cemetery —sign, "Tonawanda," "Niagara Falls"; cross stone bridge in Delaware Park (3.2 m), passing under stone bridge (3.5 m) and under RR. (4.2 m). Cross 2 RRs. (5.0 m), picking up (5.2 m) and following trolleys on brick pavement to end of Delaware Ave. at Young St., |
| 9.5 | 6.5 | TONAWANDA , drinking fountain on right; trolley passenger station on left. Bear right over bridge and then left over another bridge; from the second bridge keep straight ahead into Main St., |
| 9.7 | 0.2 | NORTH TONAWANDA ; follow Main St. across RR. at N. Tonawanda station (on right—9.9 m). At end of brick pavement, curve left into the River Road, through the "lumber yards district," passing Tonawanda Iron & Steel Co. (on left—11.0 m). Cross RR. at Gratwick station (11.6 m), following the River Road under trolley bridge (12.8 m). |
| 15.7 | 6.0 | Leave trolley (straight ahead on private right-of-way), by turning right across 2 RRs. Pass right-hand road (15.8 m) and cross iron bridge (16.0 m). |
| 16.0 | 0.3 | End of road immediately across the bridge; turn left, crossing 2 RRs. at LaSalle station (16.1 m), same thoroughfare becoming Buffalo Ave., Niagara Falls. Continue under RR. (18.5 m) and through Echota (19.2 m), crossing RR. (20.0 m). |
| 20.8 | 4.8 | Bear right with trolley into Erie Ave., crossing canal bridge (21.0 m); bear left with tracks (21.4 m) into Falls |

Section Index MapsSHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.FOR Laying Out an EX-
TENDED TOUR USE**Graphic Trunk-Line Chart**

NEW PROSPECT HOUSE

THE HOTEL DE LUXE OF
NIAGARA FALLS, NEW YORK

Close to the Falls



Open all the year

Official Headquarters of the
Niagara Falls
Automobile Club.

Members of A. A. A.,
located in hotel with road maps
and information and for motorists.

Modern Fireproof Garage in
connection with hotel. Storage Free
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The Most Luxuriously-furnished Hotel in Western New York

Every other room with bath in marble and tile.
Separate dining-room table for each party.
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American plan \$3.50 per day, upwards

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Niagara Falls Automobile Transit Co. FIRE PROOF GARAGE

103 Main Street Opposite the State Reservation and
within one block of the Leading Hotels
Tourists coming into Niagara Falls from Buffalo turn left from Falls
St., into Main St., and continue to the Garage of the Niagara Falls
Automobile Transit Company at Buffalo Ave., end of Main St.

Bonds for Touring Canada Issued from this Office
Arranging All Matters.

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NIAGARA FALLS, N. Y.

The Hotel Imperial

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OPEN THE YEAR AROUND

Opposite New York Central Depot. Electric Cars for Buffalo, the
Gorge, Belt Line and all other parts of the City pass the door
Three blocks from Falls.

Cor. Falls and Second Sts., Niagara Falls, N. Y.

Rates Reasonable
S. A. Greenwood, Proprietor

CANADIAN CUSTOMS REGULATIONS

We are in a position to file on behalf of the U. S. Tourist crossing into Canada via
NIAGARA FALLS, the required Bond.
Customs Touring Permit can be mailed to the home of the intending Tourist, fee \$5.00.
We also procure and send to the Motorist with the permit the Ontario Provincial License
and markers official fee (with postage) \$4.80, preventing any delay or misunderstanding
with the Customs Officials and the Ontario Police.

THE C. S. WARNER CO., NIAGARA FALLS, ONT.

St. (N. Y. C. station and Hotel Imperial on right—21.5 m).

21.6 0.8 **NIAGARA FALLS**, Falls & Main Sts.

International Hotel, on left.

Niagara Falls Auto Transit Co., 103 Main St. (This company bonds automobiles entering Canada, and supplies Canadian licenses.)

Wright & McVittie, 326 Main St., Stock Michelin Tires.

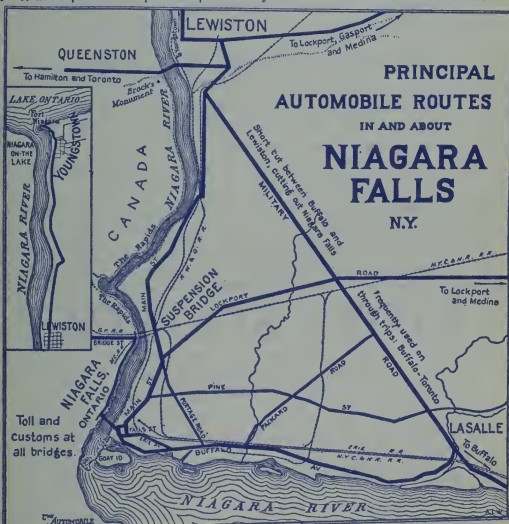
Connection to Niagara Falls, Ont.; continue down Falls St., turning right with trolleys at Soldiers' Monument (21.7 m) into the Riverway; turn left (22.0 m) across steel arch bridge over the Niagara River (25c toll, and pass Canadian Customs) to Niagara Falls, Ont.

Clifton Hotel, to the left across the bridge.

C. S. Warner Co., Custom House brokers, bond cars entering Canada and issue Canadian licenses.

For diverging routes, see Index map, Canadian Section, page 702.

For outline of connections to Lewiston (opposite Queenston, Ont.), Youngstown and Ft. Niagara, see map below; this is along the eastern edge of the Niagara River, unsurpassed for picturesque scenery and historic interest in America.



Map showing routes through Niagara Falls, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.



Route 482

Buffalo, N. Y., Section

Route 482—Niagara Falls to Buffalo, N. Y.—21.6 m.

Via Tonawanda, entering Buffalo via Delaware Park and Delaware Ave.; fair-to-poor road to Tonawanda, brick, macadam and asphalt balance of way to Buffalo. The mileage for this route is started at Main and Falls Sts., near the Falls and 0.3 mile from the American side of the steel-arch bridge over the Niagara River.

MILEAGES
Total Intermediate

(For this and optional exits, see Niagara Falls city map, page 699.)

- 0.0 0.0 **NIAGARA FALLS**, Main & Falls Sts. Start nearly east on Falls St., bearing right with trolley (0.2 m) through Erie Ave. into Buffalo Ave. Cross canal bridge (0.6 m) and RR. (1.6 m); pass Echota station (on left—2.5 m), and continue under RR. (3.1 m).
- 5.5 5.5 **LA SALLE**; where trolleys turn sharp right into private right-of-way, keep straight ahead across 2 RRs.
- 5.6 0.1 Turn right across iron bridge and 2 RRs. (5.9 m), rejoining trolley immediately beyond; continue under trolley bridge (8.8 m), crossing RR. sidetrack at Gratwick station (10.0 m). Pass Tonawanda Iron & Steel Co. (on right—10.6 m), straight ahead through the "lumber yards district" into Main St.,
- 11.7 6.1 **NORTH TONAWANDA, RR. station on left.**
Avoid right-hand street (Webster St.), by keeping straight ahead over RR. tracks into Main St. At end of Main St. (12.0 m) bear right over iron bridge and immediately cross another bridge into
- 12.1 0.4 **TONAWANDA**; drinking fountain on left; trolley passenger station on right.
Bear slightly left (not sharp left) with trolleys into Delaware Ave.—brick pavement, straight ahead out of town. When tracks leave (to left—16.4 m) continue straight ahead over 2 RRs. (16.6 m), under RR. (17.4 m).

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"THE COMPLETE HOTEL"

Appeals to the Man Touring with His Family Because

Every room has its own private bath. Rates more reasonable than usually charged at houses of its class. Nothing better anywhere at any price.
300 ROOMS—300 BATHS—"Circulating Ice Water in all Rooms"

EUROPEAN PLAN—\$1.50 PER DAY UP

Best Restaurant and Cafe Service in the City

HAVOLINE
OIL

FOR AUTOMOBILE LUBRICATION

See
Page 12



Buffalo, N. Y., Section

Route 482

under stone bridge (18.1 m) and over stone bridge in Delaware Park (18.4 m), bearing right out of park just beyond.

18.6 6.5 **Intersection of Delaware Ave.; turn left, straight down Delaware Ave. to Gates Circle (19.1 m). Curve right—half way around the "Circle," then straight ahead again on Delaware Ave. to end of same at Niagara Sq.,**

21.6 3.0 **BUFFALO, McKinley Monument.**

Iroquois Hotel, Main & Eagle Sts.

Hotel Statler, Washington & Swan Sts.

Lafayette Hotel, Lafayette Sq.

Hotel Touraine, Delaware Ave. & Johnson Park.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

Buffalo Motor Sales Co., 437 Pearl St., Stock Michelin Tires.

Elmhurst Auto. Station, 36-40 Hoffman Blvd., Stock Michelin Tires.

For city map and points of interest, see Buffalo Section, page 667.

For diverging routes, see Index map, Buffalo Section, page 665.

For through connections, see Trunk-line Index map, page 1B.

ATTENTION is called to the article on page 2, "How to use the Blue Book." Great improvements have been made in this edition and an understanding of the general scheme of compiling the route matter will materially assist one to find what he desires more readily.

TERRITORY COVERED BY OTHER THREE VOLUMES OF THE OFFICIAL AUTOMOBILE BLUE BOOK.

VOLUME NO. 2.

New England, covering New Hampshire, Vermont, Maine, Massachusetts, Rhode Island and Connecticut, with extensions into the Canadian provinces. The Red Book Automobile Guide has been consolidated with this volume and the purchaser of this section has all the information heretofore contained in two books. This volume covers a most beautiful touring section of the country, including the White Mountains, the Maine Woods and the popular route maps and directions for 35,000 miles of road.

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SECTION INDEX MAPS SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.
GRAPHIC TRUNK-LINE CHART
FOR LAYING OUT AN
EXTENDED TOUR USE



CANADIAN GRAPHIC INDEX MAP



GRIMSBY, ONTARIO

33 Miles from Niagara Falls
17 Miles from Hamilton.

THE
VILLAGE INN

A first class, comfortable place to
stop in the fruit belt of Ontario.

Rooms with Bath.

Complete Service.

GARAGE IN CONNECTION

CANADIAN SECTION

ROUTES 501 TO 600

Route 501—Niagara Falls, Ont., to Hamilton, Ont.—50.5 m.

Route map, opposite

Reverse route, No. 541

The mileage for this route is started at "0" from the Canadian side of the steel-arch bridge over the Niagara River, where all inbound tourists must stop to pass Customs. It is one main-traveled line through St. Davids, St. Catharines and Grimsby, entering Hamilton by King St. East. Good roads and excellent farming and fruit country all the way.

(The C. S. Warner Co., Custom House brokers, bond cars and issue Canadian licenses.)

MILEAGES
Total Intermediate

0.0	0.0	NIAGARA FALLS, ONT. Start north on the "Gorge Road," following the car-line.
1.1	1.1	Fork at old stone church; take the left-hand road—Clifton Ave. (leaving the trolley straight ahead). Pass under RR. (1.3 m).
1.5	0.4	End of Clifton Ave.; turn left, following the car-line past Grand Trunk RR. station (on right—1.6 m). When trolleys cross and go to left, continue straight ahead over RR. (2.1 m).
2.7	1.2	End of road in front of Fairview Cemetery; turn right, crossing trolley (2.9 m) to next 4-corners.
3.2	0.5	Turn left on the most-traveled road, crossing RR. (3.6 m).
3.9	0.7	5-corners; turn right.
4.4	0.5	Fork; take the left-hand road, with one line of wires, passing Stamford P. O. (on left—4.8 m).
5.4	1.0	End of road; turn left and next right (5.5 m), shortly descending grade. Pass under RR. arch (5.8 m).
6.9	1.5	ST. DAVIDS , brick hotel on left; turn left (now on the road from Queenston).
7.4	0.5	Fork; bear right with the macadam.

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SHOCK ABSORBER.

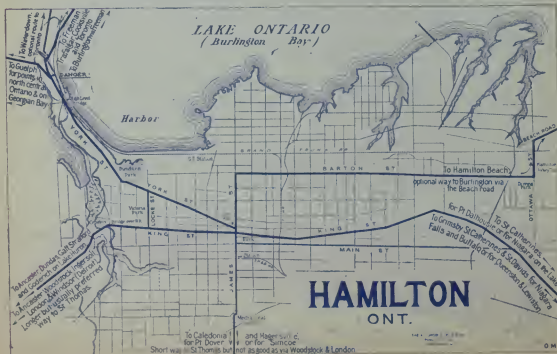
Indis-
pensable for
Comfortable Motoring

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 501

Canadian Section

- 11.6 4.2 Bear left at brick church, straight ahead through village of **Homer** (11.8 m). Cross drawbridge over Welland Canal (12.7 m), immediately picking up trolley, which follow over RR. bridge (13.5 m).
- 14.2 2.6 Iron watering trough in fork; bear left with the trolley, shortly running onto brick pavement—St. Paul St., St. Catherines.
- 15.1 0.9 Keep to left of small triangular park, **ST. CATHERINES**. Welland House, Ontario St., near St. Paul St. Reo Garage, Ontario St., near St. Paul St.
At end of the park continue to bear left, downgrade, winding right at foot of hill (15.3 m). Cross wood drawbridge over canal (15.4 m), straight ahead on main road. Cross bridge over RR. (16 m) and descend grade, with sharp right and sharp left curve (**caution**) over wood bridge (19.1 m). Ascend corresponding grade—**caution** for stone bridge at foot of grade (20.3 m).
- 22.2 7.1 **JORDAN**, special care should be taken not to jog slightly right on what seems to be the main road through the village. Continue right up to the hotel, turning square left (sign, "Hamilton"), down winding grade with narrow iron bridge at bottom (22.5 m). Ascend corresponding grade, running straight ahead through **Vineland** (24 m).
- 28.2 6.0 **BEAMSVILLE**, direct through with car-tracks, crossing same (29.8 m & 31.4 m).
- 33.1 4.9 **GRIMSBY; The Village Inn.**
Continue direct through center of village.
- 33.4 0.3 End of road; turn left, crossing and leaving trolleys.
- 33.6 0.2 End of road; turn right, direct through small villages of **Winona** (38.2 m) and **Stoney Creek** (43.8 m).
- 45.7 12.1 Keep slightly right on main road, leaving through car-line to the left.



Canadian Section

Route 501

- 47.9 2.2 Fork at greenhouse, eastern edge of Hamilton; leave local trolleys to the left, bearing right into King St. East. Cross RR. (48.2 m); shortly pick up and follow car-line over RR. (50.1 m).
- 50.4 2.5 King St. widens at point of Gore Park; keep to right of park.
- 50.5 0.1 **HAMILTON**, King & James St., center of city.
Waldorf Hotel, King St. East.
Russell Garage, 26 Charles St.
Hamilton Garage, 133 King St. W.

For diverging routes, see Index map, Canadian Section, page 702.

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.

FOR Laying Out an EXTENDED TOUR USE

Graphic Trunk-Line Chart



The Waldorf

KING ST., EAST

Hamilton, Ont.

AMERICAN PLAN

Rates, \$2.50 to \$3.50

Headquarters for Tourists and Automobile Parties

R. B. GAR DNER, Prop.

Russell Garage

HAMILTON, ONT.

26 Charles Street



Central location, just off King Street, two blocks west of Bank of Hamilton and only four blocks from both Royal and Waldorf Hotels. Largest garage in Canada west of Toronto. Has entrance from two streets. **Thoroughly reliable** repair department. Full line of Supplies and Accessories.

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THE HAMILTON GARAGE CO.

Agents for OLDSMOBILE, OAKLAND, REO

133 and 135 King St. W. SUPPLIES, REPAIRS, TOPS

HAMILTON, ONT.

Route 503—Hamilton, Ont., to Toronto, Ont.—47 m.

Route map, page 702

Reverse route, No. 531

The best all-year route, using the "Middle Road" out York St. and through Freeman to near Oakville, thence north into "Upper Road" at Trafalgar. Turning right at Trafalgar, the "Upper Road" is used through Cooksville balance of the way into Dundas St., Toronto. Gradually improving roads, but with occasional poor stretches (1909); frequent steep hills and sharp descents.

MILEAGES		(For this and optional exits, see Hamilton city map, page 704.)
Total	Intermediate	
0.0	0.0	HAMILTON , King & James Sts., center of city. Start nearly east one block on James St.
0.1	0.1	Head of York St. (City Hall on corner); turn diagonally left on York St., which is followed all the way out. Pass Dundurn Castle (on right—1.3 m), straight ahead along the Harbor, over " High Level Bridge " (2.1 m).
2.3	2.2	Important fork; keep to right (leaving road to Guelph to the left). Cross bridge over RR. (2.6 m) and pass under RR. (2.7 m).
2.9	0.6	Curve sharp right uphill on macadam, leaving left-hand road (leads to Waterdown).
5.4	2.5	ALDERSHOT P. O. on left; straight through, crossing RR. (7.8 m).
8.2	2.8	FREEMAN , also called Burlington Junction . (Right-hand road at this point leads down to Burlington on Lake Ontario.) Straight through, crossing RR. (8.4 m).
12.0	3.8	APPLEBY ; straight through.
14.3	2.3	Caution for steep descent, with iron bridge at foot (14.4 m); immediately beyond the bridge ascend steep grade.
14.7	0.4	End of road top of grade; turn square left—sign, "Toronto."
14.9	0.2	Turn square right—sign, "Toronto."
18.6	3.7	Caution for bad winding downgrade, with narrow old wood bridge at foot (18.7 m); immediately beyond bridge ascend corresponding grade.
18.9	0.3	Prominent 4-corners with signs; turn square left, passing through irregular 4-corners (20.2 m).
21.5	2.6	4-corners, cemetery on right, brick church opposite; turn square right on the "Upper Road."
22.3	0.8	TRAFALGAR ; straight through village. Cross iron bridge (27.2 m), and continue through small village of Erindale (27.4 m).
27.8	5.5	End of road; turn left with telegraph poles and next right (28 m). crossing wood bridge over ravine (29.3 m).
30.7	2.9	COOKSVILLE ; straight through. Cross RR. (31.8 m)—road is now direct through several small suburbs, with frequent iron bridges. Cross RR. (38.3 m) and descend grade (38.8 m) with iron bridge at foot (39 m).
39.1	8.4	Pick up trolleys at Lambton Mills P. O. , and follow them straight into Dundas St., West Toronto.
42.3	3.2	Leave Dundas St. (which makes a square left turn), by continuing straight ahead with one line of trolleys into

Roncesvalles Ave., direct to intersection of Queen St. West.

- 43.4 1.1 Queen St. West & Roncesvalles Ave. Turn square left into Queen St., which is followed balance of the way in. Pass under 2 RR. viaducts (44.3 m) and pass Osgoode Hall—Law Courts—(on left—46.4 m).

- 47.0 3.6 **TORONTO**, Queen & Yonge Sts., business center.

Queens Hotel, Front St., near Union station.

The Russell Garage, Richmond St., near Bay St.

For city map and points of interest, see Canadian Section, page 708.

For diverging routes, see Index map, Canadian Section, page 702.



TORONTO
CANADA

THE QUEEN'S HOTEL

McGAW & WINNETT
Proprietors

Is the most comfortable hotel in the Dominion. While possessing every modern convenience, and the latest and most scientific improvements, the QUEEN'S has always been famous for the solid, cosy home-like comfort which is characteristic of the best hotels. Elegance and comfort are combined in the happiest manner. The QUEEN'S has been liberally patronized by Royalty and the best families. Two hundred rooms, one hundred with Private Bath, surrounded by beautiful Gardens and facing Lake Ontario, renders it the coolest and best ventilated Hotel in Toronto.

Russell Garage

TORONTO, ONT.

100 Richmond Street, West

(Immediately west of Bay Street)



Fine new garage equipped with every modern facility for the care of cars. Very conveniently located in the heart of the down town section. Large force of skilled repair men employed. Full range of the best accessories and supplies carried.

Canada Cycle & Motor Co., Limited—Manufacturers of the Russell Car

Route 505

Canadian Section

Route 505—Toronto, Ont., to Kingston, Ont.—165 m.

Route map, page 702

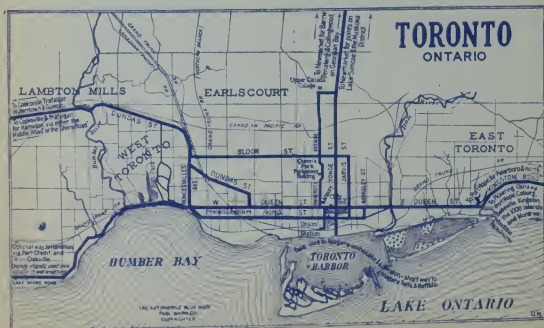
Reverse route, No. 529

Out Queen St. East into the Kingston Road, through Pickering, Whitby, Oshawa, PORT HOPE, Coburg, Colburne, Trenton, BELLEVILLE, Napanee and Cataraqui, entering Kingston by Princess St. Mostly good road—with occasional heavy or bumpy stretches and a few waterbars; frequent fine views of Lake Ontario. Special care should be taken in passing horse-drawn vehicles on this route.

MILEAGES
Total Intermediate

(For this and optional exits, see Toronto map, below.)

- | | | |
|------|------|--|
| 0.0 | 0.0 | TORONTO , Queen & Yonge Sts., business center. Start east on Queen St. East, following trolleys over RR. tracks at Don station (1.3 m) and across bridge over the Don River immediately beyond. Cross RR. at Riverdale station (1.8 m). |
| 3.5 | 3.5 | When opposite the Woodbine Race-track (on right), turn left with trolleys into the Kingston Road—no turns for over 57 miles. Cross trolley (5.5 m & 12 m) and RR. (12.2 m); from end of car-line (14 m), run straight ahead— Caution for bad downgrade with stone-and-iron bridge at foot (14.4 m). Ascend corresponding grade, crossing viaduct over stream (17.2 m); then up gradual grade. Pass through hamlet of Liverpool (20.3 m); cross iron bridge (22.2 m). |
| 22.5 | 19.0 | PICKERING ; straight through. Cross iron bridge (27.7 m). |
| 28.6 | 6.1 | WHITBY ; straight through, crossing RR. leaving the town (28.9 m). |
| 32.8 | 4.2 | OSHAWA ; direct through. Cross old wood bridge (36.2 m) and run through prominent 4-corners (40.3 m). Descend grade (41.8 m), crossing bridge over creek (41.9 m). |
| 42.2 | 9.4 | BOWMANVILLE ; direct through on King St. Cross two bridges (43.2 m), curving right with the best road (45.5 m). Cross old wood bridge (46.4 m), straight |



Map showing routes through Toronto, Ont., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Canadian Section

Route 505

ahead through hamlet of **Newcastle** (47.4 m). Pass left-hand road leading uphill (52.1 m), and continue through small village with monument (on left—52.6 m).

- 60.7 18.5 Prominent cross-roads, with few houses (Welcome P. O.); turn right with the most travel—sign, "Port Hope 3 m."
- 63.0 2.3 Turn left with the best road, which becomes Walton St., Port Hope. Descend long grade and cross RR.
- 63.8 0.8 **PORT HOPE**; straight through center of town, crossing iron bridge.
- 63.9 0.1 End of Walton St.; turn right.
- 64.1 0.2 Just before coming to RR. viaduct, turn left with the best road. Cross wood bridge and pass through tollgate (65.8 m—10c toll; get ticket). At next tollgate (68.4 m), give up ticket.
- 69.5 0.4 Prominent 4-corners, turn right with the most travel, following main line of wires. Cross RR. (70.4 m).
- 70.8 1.3 Prominent 4-corners at edge of Coburg; turn left into the main street, crossing RR. (71 m).
- 71.2 0.4 **COBURG**, Town Hall on right; straight through. Pass through tollgate (72.3 m; 15c toll—get ticket) and cross RR. (73.3 m). Avoid right-hand road (77 m), by keeping straight ahead with telegraph poles. At tollgate (78.1 m), give up ticket; continue straight ahead through **Grafton** (78.8 m).
- 79.9 8.7 Fork; bear right on the best road, sign, "**Belleville**," crossing wood bridge (80.3 m).
- 85.5 5.6 Leave old road (on which the wires continue), by taking the left-hand road—sign, "**Colborne**." Continue by well-defined road to park (86.5 m); go around either side of park to farther end of same, where turn left into the main street of
- 86.6 1.1 **COLBORNE**; straight through, coming in sight of Lake Ontario (91 m).
- 94.9 8.3 **BRIGHTON**, end of road; jog right and immediately left (sign, "**Belleville**"), then straight ahead out of town. Cross RRs. (97.5 m, 98.6 m & 100 m). Again cross RR. at **Trenton** station (104.2 m).
- 104.3 9.4 **TRENTON**; straight through on the main street. Continue through covered bridge (104.5 m) and over RR. (104.6 m).

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Thought you would be
thrown out that time. Wouldn't have
felt it with **TRUFFAULT-HARTFORDS** on

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

FITTED LIKE A HOME

ALWAYS OPEN

MOORE'S GARAGE

Everything for the Motor Car

206-8 Wellington Street

KINGSTON, ONT.

- 104.7 0.4 Take the right-hand road, gradually coming along the Bay, and entering Bridge St., Belleville.
- 115.6 10.9 **BELLEVILLE**; cross bridge and continue through the business center. Cross RR. (115.7 m), taking care to identify Foster Ave., $\frac{1}{2}$ mile beyond the RR.
- 116.2 0.6 Turn right into Foster Ave., turning left (116.3 m), with the most travel, into road which is followed all way out of town. Cross RR. (118.5 m), old wood bridge (119.8 m) and RR. again (120.5 m). Cross iron bridge (124.2 m), taking care not to run through village of Shannonville just ahead.
- 124.4 8.2 **SHANNONVILLE**, brick block on left; turn left—**Caution** for dangerous left turn under RR. (125.9 m).
- 131.1 6.7 **MARYSVILLE**; keep straight through on main road. (Telegraph poles turn off at Marysville, and the main road has no wires for a considerable distance).
- 136.7 5.6 Curve sharp right, with square left turn just beyond (136.8 m). Cross wood bridge (137.9 m) and RRs. (138.5 m & 138.8 m). At stone church (on right—139.3 m), bear left into the main street of
- 139.5 2.8 **NAPANEE**; direct through. At farther edge of town pass under RR. and cross iron bridge, ascending grade. Pass right-hand road at top of grade (140.6 m) and continue straight ahead through diagonal cross-road (143.4 m). Cross iron bridge (145.1 m) and pass through hamlet of **Odessa** (152.4 m).
- 161.4 21.9 **CATARAQUI**; turn right at center of village, with the best road. Cross RR. (161.7 m) and pick up trolleys (163.4 m), which follow into Princess St., Kingston.
- 165.0 3.6 **KINGSTON**, Princess & Wellington Sts., business center.
W. J. Moore & Son, Garage, 206 Wellington St.

Section Index MapsSHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.FOR Laying Out an EX-
TENDED TOUR USE**Graphic Trunk-Line Chart****HAVOLINE**
OIL

FOR AUTOMOBILE LUBRICATION

See

Page 12



Route 507—Kingston, Ont., to Montreal, P. Q.—194.4 m.

Route map, page 702

Reverse route, No. 527

Main-traveled road along the St. Lawrence River, through Gananoque, Brockville, Prescott (Ogdensburg) and Cornwall, crossing Isle Perrot and entering Montreal via Lachine and the Upper Lachine Road. Fine scenery all the way and fair roads to Prescott (opposite Ogdensburg); roads become poor beyond Prescott and are so bad from Cornwall to Montreal that the Blue Book explicitly advises the locally unacquainted tourist against making the whole trip. The better and safer way is to ship car by boat from Prescott, or in all events from Cornwall. French is the prevailing language beyond Cornwall.

MILEAGES

Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | KINGSTON , Princess & Wellington Sts. Start north on Wellington St. |
| 0.1 | 0.1 | Turn right on Place d'Armes; cross RR. and turn left, turning right (0.4 m) across long iron bridge over the Cataraqui River (10c toll). Pass Royal Military College (on right—0.7 m) and pass right-hand road (1.1 m), keeping straight up the hill. |
| 1.3 | 1.2 | Fork, top of hill; take right-hand road with telegraph poles, passing Target Practice grounds (on left). Four miles out the Thousand Islands begin to be seen; road is now direct to the edge of Gananoque. |
| 18.4 | 17.1 | Iron watering trough; turn left across Gananoque Creek. Cross RR. (18.5 m) and follow King St. |
| 18.6 | 0.2 | GANANOQUE ; straight through—direct road with telegraph wires for many miles. Run straight through diagonal cross-road (25.5 m) and pass prominent right-hand road (29.5 m), following main line of wires. Pass through 2 small villages and cross stone arch bridge over ravine (40.6 m). |
| 41.0 | 22.4 | Dividing point for 2 roads to Brockville (telegraph poles both ways); take the one nearly straight ahead—the right-hand road is shorter but poorer. Cross RRs. (41.5 m & 45 m). |
| 45.9 | 4.9 | LYN ; leaving village, take the right fork, paying 10c at tollgate (47.1 m). Continue straight ahead through diagonal cross-road (47.4 m) and cross RRs. (49.0 m & 49.3 m). Cross bridge over RR. (51.8 m), coming into King St. |
| 52.2 | 6.3 | BROCKVILLE , King St., center of city. Straight through; leaving Brockville the road comes close to the St. Lawrence River, with frequent fine views. (In the fall of 1909 there were still 3 tollgates on the road between Brockville and Prescott, but it is possible that these may soon be given up). |
| 64.4 | 12.2 | PRESCOTT (opposite Ogdensburg, N. Y.). Poorer roads beyond Prescott, but not really bad until Cornwall; under ordinary circumstances plan to ship car from Prescott, Ogdensburg—or at least from Cornwall to Montreal). Running east of Prescott, go straight through on King St., passing under RR. (65.2 m). |

Route 507

Canadian Section

- 73.9 9.5 **CARDINAL**. (over to the right); cross RR. and continue straight ahead on main road, passing iron bridge on right.
- 79.3 5.4 **IROQUOIS**; straight through on main road—the St. Lawrence is in sight west of the town, and the first rapids are seen at 85.0 m.
- 87.3 8.0 **MORRISBURG**; direct through. crossing iron bridge (88.1 m).
- 96.2 8.9 **AULTSVILLE**; direct through—more rapids are seen in the river beyond this place.
- 108.6 12.4 End of road in small village; turn right, running straight ahead over RR. tracks (mileage approximately 113.3 m). Picking up trolley a short distance beyond, follow them into 2nd St., Cornwall.
- 114.2 5.6 **CORNWALL**, 2nd & Pitt Sts. P. O. on left-hand corner; turn right on Pitt St. with the trolley.
- Reference has already been made to the very bad roads between Cornwall and Montreal; the Blue Book explicitly advises shipment by boat (runs daily until late in the fall).
- 114.4 0.2 End of Pitt St.; turn left on Water St., passing boat docks on right, and running along the river—direct through several small villages. Cross small bad wood bridge in swamp (127.4 m) and iron bridge (130.0 m), taking special care not to run through 4-corners 2-10-mile beyond.
- 130.2 15.8 Turn left at P. O., South Lancaster village.
- 131.0 0.8 **LANCASTER**; turn right between brick school and brick store. Road is now direct for several miles, crossing several bridges.
- 147.9 16.9 Pass road right-hand, keeping slightly to left along ship canal, passing under RR. (148.1 m).
- 150.7 2.8 Pass right-hand road, which crosses canal bridge to Coteau de Lac village—still along left side of canal.
- 156.5 5.8 Pass right-hand road, which crosses canal bridge to Cedar village, still along left side of canal, with more views of the rapids.
- 161.3 4.8 End of road along the canal at Cascades Point; turn left on vile stretch of road. Cross iron bridge (161.6 m), turning right (162.0 m) along the river.
- 163.9 2.6 **Isolated farmhouse on the river bank**—nothing to indicate the right house, except the mileage; it is necessary to hunt up and arrange with a typical French peasant to row one car at a time across to the Isle Perrot. This may take one hour or three, and the charge is \$2.00.

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Canadian Section

Route 507

- 163.9 0.0 **Landing on Isle Perrot**; this island has every appearance of being 1,000 miles from civilization, and it is impossible to get any intelligence out of the natives. The short road (a left turn from the ferry landing) is indescribably bad, though rumors of improvements have been circulated; until this is known to have been done, the only safe way is to turn right and take the longer way around.
- 168.0 4.1 **At this mileage the road followed goes straight ahead to a small village, while a branch road turns sharp left.** It is necessary to make this sharp left turn (no sign, 1909) and follow the main-traveled road to
- 171.3 3.3 **ISLE PERROT—ST. ANNE FERRY.** By this time the mainland will be a welcome sight in the distance. Wait the convenience of another Frenchman and pay \$3.00 for passage on scow conveyed by gasoline launch. From ferry landing, go straight out, turning first right on macadam, past McDonald College (on left—171.5 m). Follow winding stone road along shore of Lake St. Louis through several suburban villages, at tollgate (184.8 m), pay 10c.
- 187.0 15.7 **LACHINE VILLAGE**, 4-corners; straight through. (Right turn at this point across canal bridge is optional entrance via the lower Lachine road—Riverside Drive). Cross RR. siding (187.2 m) and go under tracks (187.8 m). Again cross RR. at Rockfield station (on left—188 m), and cross other tracks (188.8 m). Thence on main-traveled macadam, with 2 or 3 sharp corners; this road becomes St. Antoine St. on the edge of Montreal.
- 191.9 4.9 Fork of streets and trolleys immediately after passing St. Elizabeth's College (on right); bear slightly right with one line of car-tracks on St. James St.

Russell Garage

MONTREAL, P. Q.

17 University Street



Only two blocks east of the Windsor Hotel—very central. Repair work of every description by highest skilled men. Best of garage accommodations. Full line of supplies and first class accessories, including Diamond and Dunlop Tires.

Canada Cycle & Motor Co., Limited—Manufacturers of the Russell Car

—Dangerous Turn Ahead
AKLAXON would Clear It For You

Route 507

Canadian Section

- 192.4 0.5 Fork of streets and car-tracks (Church of St. Henri on left); take the left-hand street—St. James St., avoiding the right-hand street—Notre Dame St. (which crosses the RR.). Continue on St. James St.—some signs, “St. Jacques”—all the way into
- 194.4 2.0 **MONTREAL**, Victoria Sq., Craig, McGill & St. James Sts. Place Viger Hotel, Craig St., at C. P. R. RR. station. Russell Garage, 17 University St.

For diverging routes, see Index map, Canadian Section, page 702.



Map showing routes through Montreal, Canada, corresponding to directions for entering and leaving the city given in the Blue Book routes.

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Route 509—Montreal, P. Q., to Quebec, P. Q.—187.7 m.

Route map, page 702

Reverse route, No. 512

Via Three Rivers, following north side of St. Lawrence River all the way. Good stone road first 15 and last 25 miles; balance varying sand and clay, with few steep grades, only fair going. Very fine view of river last half of trip. Gasoline at Three Rivers and Louiseville.

Descriptive Outline—This beautiful trip now shown in detail for the first time, leaves Montreal via Notre Dame St., and the first 15 miles is straight stone road through an interesting portion of this historic old city. Crossing a long bridge over the Rives des Prairies, used also as a RR. bridge, we follow the Point du Jour River into L'Assomption, a quaint old village, where French is altogether spoken. Here we cross the Assomption River, and turn right to the bank of the St. Lawrence, which is followed closely the balance of the way. At Berthier, the river expands into a large lake, which is called Lake St. Peter. At Louiseville may be found fair hotel accommodations and supplies. Nearby are the St. Leon Springs, a much visited watering place. At Pointe de Lac we encounter a stretch of sand, and the road along the shore of the river is impassable, the sand constantly being blown across the road. The better route is along the RR. for a short distance. Three Rivers, the largest place between Montreal and Quebec, was founded 1634, and lies at the mouth of the St. Maurice River, at the head of tide water in the St. Lawrence. It has numerous manufacturing industries, and is the outlet for a large lumber trade. The best stopping place for tourists is at Sanatorium du Blois, primarily for Hydro-Electric treatment, but good hotel service is reported. We pass the Cathedral, a pretentious structure, and a small college is also located here. Crossing the St. Maurice, we continue along the St. Lawrence through Champlain, where we may follow the river or take a short cut over the hills, to Ste. Genevieve, where we cross the Batiscan River and return along its bank to the St. Lawrence. At St. Anne de la Perade, we pass a large church and cross the St. Anne River through Portneuf. Crossing the Jacques Cartier River, famous for its salmon, we shortly come in view of the wrecked St. Lawrence bridge and enter Quebec; (see Vol. 2).

MILEAGES

Total Intermediate

0.0	0.0	MONTREAL , Victoria Square, McGill & Craig Sts. North on Craig St., with trolley and stone paving blocks, crossing St. Lawrence Blvd. (0.4 m). Pass Court House (on right—0.6 m) and Place Viger Hotel (on right—0.8 m). Continue into Notre Dame St., with trolley, running on brick pavement (2.3 m), and stone road (3.3 m). Pay 10c toll (4.4 m & 8.4 m). Follow straight road without turn.
15.0	15.0	Right-hand road just beyond trolley crossing turn square right and go under RR.
15.1	0.1	At once turn square left along tracks, and cross 2 long iron bridges, used also by RR. Use care to enter right drive of this bridge.
16.2	1.1	End of road near underpass, turn right across small wooden bridge and RR. (16.3 m) to
16.5	0.3	CHARLEMAGNE . Bear left around hotel on direct road through St. Paul L'Hermite (19.1 m).
25.0	8.5	At la Banque de St. Hyacinthe, 2 blocks beyond hotel, turn square left. Pass postoffice (on left—25.1 m).
25.2	0.2	L'ASSOMPTION , 4-corners, turn right into wide main street. Cross long iron bridge over Point du Jour River (25.9 m—toll 25c).

Route 509

Canadian Section

- 26.0 0.8 End of road beyond bridge turn right.
- 26.1 0.1 Jog right and left at old barn.
- 28.7 2.6 Turn left near boat-landing and follow river road through
- 30.4 1.7 **ST. SULPICE**, Postoffice and church on left, to
- 36.1 5.7 **LAVALTRY**. Stone church on left at 4-corners. Straight ahead on sandy road, very deep in spots.
- 41.9 5.8 Turn square left beyond water-tank, and next right at end of road into
- 42.2 0.3 **LANORAIE**. Stone church at 4-corners; turn square right and curve left along river through covered wooden bridge (50.3 m).
- 51.3 9.1 Park on left ahead; turn square left into
- 51.4 0.1 **BERTHIER**. Stone church at 4-corners; turn square right; go through covered wooden bridge (52.3 m).
- 54.2 2.8 End of road near river turn square left across small wooden bridge.
- 55.6 1.4 Turn square right through covered wooden bridge and immediately left across RR. at St. Cuthbert station (on right—55.8 m).
- 56.2 0.6 3-corners; turn right.
- 59.0 2.8 End of road—red house on right—turn left.
- 59.8 0.8 End of road, turn right with poles.
- 64.8 5.0 Turn square left with poles.
- 65.5 0.7 End of road turn right through
- 65.6 0.1 **MASKINONGE**. Postoffice on right. Pass stone church (over to left—66.9 m).
- 68.4 2.8 Turn left across iron bridge over Maskinonge River, and again left just beyond. Cross RR. (69.3 m, 70.5 m & 72.1 m). Straight through
- 72.7 4.3 **LOUISEVILLE**. Hotel on left at 4-corners.
- 73.0 0.3 Cross iron bridge and immediately turn left at 3-corners; cross RR. (73.5 m & 78.2 m). Curve right (78.9 m).
- 79.2 2.6 Shrine and monument at 4-corners; turn square left through
- 79.7 0.5 **YAMACHICHE**, stone church on right, hotel on left; cross RR. (80.6 m).
- 80.8 1.1 Turn right at shrine across small wooden bridge. Cross RR. (82.1 m) and curve right beyond (82.5 m).
- 82.7 1.9 Turn square left with poles, again crossing RR. (84.2 m). Keep right with poles (84.6 m).
- 85.6 2.9 Turn square right with heavy telephone line, avoiding left-hand just beyond, where heavy line leaves. Cross RR. (86.0 m) and small bridge (87.9 m) into
- 88.0 2.4 **POINTE DU LAC**, stone church at 3-corners; turn right.
- 88.2 0.2 Turn next left at blacksmith shop with poles. **Caution** not to miss this turn as road ahead is **impassable sand**.
- 89.1 0.9 3-corners near RR. Turn right, leaving poles.
- 90.0 0.9 End of road turn left and follow single wire into Notre Dame St.
- 97.0 7.0 **THREE RIVERS**. Monument at intersection of Bona-

- venture St.; turn square left past stone Cathedral (on right—97.2 m).
- 97.5 0.5 Turn diagonally right on St. Marie St.
- 97.6 0.1 End of street; turn left on Champfleu St.
- 97.8 0.2 End of road just beyond Three Rivers station; turn square right on St. Maurice St. Cross RR. (98.2 m) and 2 long iron bridges over St. Maurice River (99.0 m—toll 25c).
- 99.1 1.3 3-corners in front of large brick house, turn right, keeping left through
- 101.0 1.9 **BONAVENTURE**. Postoffice on left; stone church on right. Follow sandy grass-grown road through
- 110.7 9.7 **CHAMPLAIN**. Postoffice on right.
- 112.2 1.5 Left-hand road; turn sharp left, leaving poles.
- 113.5 1.3 3-corners, turn right, with sharp left turn just beyond. Cross RR. and iron bridge over Champlain River (114.3 m) and descend steep, winding grade on little-used and poor sandy road. Avoid road to right (115.1 m), turning left (115.6 m) and sharp right (115.8 m).
- 119.3 5.8 End of road at bottom of steep hill turn square left and next right across long iron bridge over Batiscan River (119.5 m—toll 25c) into
- 119.6 0.3 **ST. GENEVIEVE**. Turn square right in front of stone church; go under RR. (123.8 m); **caution** for sharp left and right turns (125.5 & 125.9 m).
- 128.3 8.7 3-corners in village turn right with poles, across 2 long iron bridges over Ste Anne River (toll 25c) into
- 128.8 0.5 **STE ANNE DE LA PERADE**. End of road in front of stone church; turn right. Follow fair dirt road with sandy stretches through
- 137.6 8.8 **GRONDINES**. Postoffice on left, church on right.
- 139.9 2.3 **LA CHEVROTIERE**. Postoffice on right. Continue on clay road, stony and rough in places, through
- 144.7 4.8 **DESCHAMBAULT**. Postoffice on left; stone church over to right; cross RR. (157.2 m) into
- 148.9 4.2 **PORTNEUF**. Bear right through irregular 4-corners just beyond stone church, across small bridge. Hilly dirt road to
- 154.0 5.1 **CAP SANTO**. Postoffice on right at 3-corners; bear left up steep hill.
- 155.5 1.5 Fork; bear right with poles, descending steep grade, and crossing iron bridge over Jacques Cartier River (156.1 m). Continue on hilly road through
- 158.2 2.7 **LES ECUREUILS**. Stone church on right; cross RR. (164.5 m) and pass Pte Aux Trembles church on left—164.8 m).
- 168.5 10.3 Left-hand road turn left with poles across RR.
- 168.7 0.2 End of road just beyond; turn right, again crossing RR (169.0 m). Follow winding stone road through

Route 510

Canadian Section

- 172.4 3.7 **ST. AUGUSTIN.** Church and cemetery on right. Straight ahead past right-hand road (173.1 m—optional entrance along river).
- 178.2 5.8 End of road; turn square right across RR. on winding road.
- 180.9 2.7 End of road in small settlement; turn square left and follow direct road past monument (on left—184.7 m).
- 185.1 4.2 Meeting trolley turn square right with tracks on Maple Ave.
- 185.4 0.3 Turn square left with trolley into St. Louis St., past Parliament Buildings (on left—186.3 m) and through St. Louis Gate (186.4 m) into
- 186.7 1.3 **QUEBEC, Chateau Frontenac** on right.

For diverging routes, see Index map, Montreal-Quebec Section, page 702.

Route 510—Quebec to Ste. Anne de Beaupre, P. Q.—28 m.

An interesting trip along the St. Lawrence, good stone roads all the way.

Descriptive Outline—Crossing Dorchester Bridge over St. Charles River, built 1789, the road turns right along the St. Lawrence—fine view of Quebec and Levis—through an almost continuous village. The “Farms” are long strips of land, running back from the houses, giving each a small river front, after the old Canadian custom. Unusual sights are the numerous carts drawn by large black dogs, and the open-air bake-ovens along the way. In **Beauport** (4.6 m) is the old Manor House of Beauport, where Montcalm had headquarters in 1759. In the park (8 m) is a hotel, built 1780 by General Haldiman, occupied by the Duke of Kent (1791). The park contains also rustic theater and menagerie (25c). From the park on the east side of Montmorency River is a fine view of the imposing **Falls of Montmorency** (25c.), 165 feet high and 150 feet wide, known anciently as La Vache. Below is the large dam and power plant which lights Quebec. Continuing, we pass near the cottage where Wolfe lay ill, after his unsuccessful attack on Montcalm (1759). View of the Laurentian Mountains on the left. **Ste. Anne de Beaupre**, dating from 1620, is visited annually by many thousands of pilgrims. The original church, built 1658, the eleventh in Canada, was torn down and rebuilt in 1878. Nearby is the new church, opened in 1876, and made a Basilica by the Pope in 1887. The new church contains many relics and a large stack of discarded crutches, attesting miraculous cures. Above the town are the Falls of Ste. Anne, and still further on, the Falls of Ste. Fereol; fine view (33 m) is had from the summit of Cap Tourmente (1,960 ft.).

MILEAGES

Total Intermediate

- 0.0 0.0 **QUEBEC, Chateau Frontenac.** Run north $1\frac{1}{2}$ blocks, turn left into Buade St. and keep right around the Basilica; follow trolley across City Hall Sq. into Fabrique St., curving left (0.3 m) into St. John St.
- 0.6 0.6 Y. M. C. A. building (on right); turn square right with branch trolley into Glacis St., then next left into D’Aiguillon St.
- 0.7 0.1 Bear right with trolley downgrade.
- 1.0 0.3 At bottom of steep grade turn very sharp right into St. Vallier St.
- 1.1 0.1 Turn second left into Dupont (Bridge) St., cross RR. (1.5 m) and long wooden bridge over St. Charles River into the Beauport Road. Pass Provincial Asylum (on left—3.6 m), curving right (4.5 m) into

Canadian Section

Route 512

- 4.6 3.5 **BEAUPORT**, 3-corners; bear left upgrade; follow direct stone road, curving left at entrance to park (8 m) and shortly right across long wooden bridge over Montmorency River (8.4 m—falls below on right). Straight ahead through
- 11.6 7.0 **L'ANGE GARDIEN**, stone church on left; cross several bridges into
- 17.1 5.5 **CHATEAU RICHERE**, stone church on left; continue direct to
- 28.0 10.9 **STE. ANNE DE BEAUPRE**. Regina Hotel.

Route 512—Quebec, P. Q., to Montreal, P. Q.—187.7 m.

Route map, page 702

Reverse route, No. 509

Via Three Rivers, following north side of St. Lawrence River all the way. Good stone road first 25 and last 15 miles; balance varying clay and sand, with few steep grades, only fair going. Very fine views of river first half of trip. Gasoline at Three Rivers and Louiseville.

MILEAGES

Total Intermediate

- 0.0 0.0 **CHATEAU FRONTENAC**. Southwest on St. Louis St., through gate St. Louis (0.3 m); past Parliament buildings (on left—0.4 m).
- 1.4 1.4 Turn square right with trolley on Maple Ave.
- 1.7 0.3 Where trolley turns square right turn square left on St. John St., running into St. Foye Road. Pass monument (on right) and go through prominent cross-roads (2.8 m).
- 5.9 4.2 Right-hand road in small settlement; turn square right past church and follow winding road downgrade across RR. (8.5 m).
- 8.6 2.7 Turn first left beyond RR., passing Ancient Corrette station, and follow straight road to
- 14.4 0.7 **ST. AUGUSTIN**, church on left; cross RR. (17.7 m).
- 18.0 3.7 Turn next left across RR. (18.1 m), fair dirt road.
- 18.2 0.2 End of road; turn right with poles. Pass Pte Aux Trembles Church on right (21.9 m); cross RR. (22.2 m).
- 28.5 10.3 **LES ECUREUILS**, stone church on left; straight through. Cross iron bridge over Jacques Cartier River (30.6 m), and ascend steep hill. Follow poles on hilly road.
- 32.7 4.2 **CAP SANTO**, 3-corners; bear right past P. O. on left.
- 37.8 5.1 **PORTNEUF**. Bear left through irregular 4-corners. Cross RR. (39.5 m) through
- 42.0 4.2 **DESCHAMBAULT**, P. O. on right. Clay road, stony in spots.
- 46.8 4.8 **LA CHEVROTIERE**, P. O. on left. Fair dirt, occasional sand.
- 49.1 2.3 **GRONDINES**, church on left, postoffice on right.
- 50.4 1.3 Keep left with poles, direct to
- 57.9 7.5 **STE ANNE DE LA PERADE**. Turn square left in front of large stone church, cross 2 long iron bridges (58.1 m) over Ste Anne River (toll 25c).
- 58.4 0.5 3-corners; bear left; cross wooden bridge (60 m); caution for sharp left and right turns (60.8 m & 61.2 m). Go under RR. (62.9 m) to

Route 512

Canadian Section

- 67.1 8.7 **ST. GENEVIEVE**. In front of large stone church; turn left across long iron bridge over Batiscan River (toll 25c).
- 67.3 0.2 End of road beyond toll house; turn left.
- 67.4 0.1 Turn next right up steep grade, avoiding road to left (69.0 m). Follow sandy little-used road. **Caution** for sharp left turn (70.0 m), avoiding road to left (71.6 m). Descend steep, winding grade (72.3 m); cross iron bridge over Champlain River, and cross RR. (72.5 m). Sharp right turn (73.1 m).
- 73.2 5.8 3-corners; turn left.
- 74.5 1.3 End of road; turn sharp right, and follow poles through
- 76.0 1.5 **CHAMPLAIN**, postoffice on left, church on right. Follow sandy, grass-grown road to
- 85.7 9.7 **BONAVENTURE**, stone church on left, keep right.
- 87.6 1.9 3-corners, red brick house on right; turn left with poles across 2 long iron bridges over St. Maurice River (toll 25c). Follow St. Maurice St. across RR. (88.5 m).
- 88.9 1.3 Three Rivers station ahead on left; turn square left on Champfleure St., in front of station.
- 89.1 0.2 Turn diagonally right on Ste. Marie St.
- 89.2 0.1 Turn next left to Bonaventure St., past stone cathedral on left (89.5 m) to
- 89.7 0.3 **THREE RIVERS**, monument intersection of Notre Dame St. Turn square right on Notre Dame St., sandy road, with light telephone line.
- 97.6 7.0 Turn right just beyond small group of houses, leaving telephone line. **Caution** not to miss this turn; road ahead impassable sand.
- 97.6 0.9 3-corners near RR.; turn left, meeting poles.
- 98.5 0.9 End of road near blacksmith shop; turn right into
- 98.7 0.2 **POINTE DU LAC**, 3-corners; front of stone church; turn left across small bridge and follow poles across RR. (101.7 m).
- 101.1 2.4 Turn square left with poles.
- 102.1 1.0 3-corners; turn left with poles, across RR. (102.5 m).
- 104.0 1.9 End of road; turn square right. **Caution** for sharp left turn beyond (104.2 m); cross RR. (105.6 m).
- 105.9 1.9 At shrine, farther end of small hamlet, turn left across RR. (106.1 m) into
- 107.0 1.1 **YAMACHICHE**, stone church on left.
- 107.5 0.4 4-corners, shrine on right, monument on left; turn right, **watch** for sharp left turn (107.8 m); cross RR. (108.5 m & 113.2 m).
- 113.7 6.2 Scales at 3-corners; turn right across iron bridge through
- 114.0 0.3 **LOUISEVILLE**, hotel on right. Cross RR. (114.6 m, 116.2 m & 117.4 m).
- 118.2 4.2 3-corners; turn right, with poles, across iron bridge over Maskinonge River, and immediately right beyond, with poles.

Canadian Section

Route 512

- 118.4 0.2 Fork; keep left past stone church (over to right—119.8 m) through
- 121.2 2.7 **MASKINONGE**, postoffice on left.
- 121.2 0.1 Fork; keep left and immediately turn square left with poles.
- 121.9 0.7 End of road; turn square right with poles.
- 126.9 5.0 Left-hand road; turn square left with poles.
- 127.7 0.8 Turn next right at red house.
- 130.5 2.8 Take left fork and cross RR. at St. Cuthbert station (on left—130.9 m) to next right.
- 131.1 0.6 Turn right through covered wooden bridge, and immediately left at end of road beyond.
- 132.5 1.4 Turn right along river front and through covered wooden bridge (134.4 m) to
- 135.3 2.8 **BERTHIER**, stone church on right at 4-corners; turn square left and next right at end of road. Go through covered wooden bridge (136.4 m), curving right (144.4 m) to
- 144.5 9.2 **LANORAIE**, stone church at 4-corners; turn square left through village.
- 144.7 0.2 Turn second left beyond church.
- 144.8 0.1 End of road; turn right on sandy road, very deep in spots, through
- 150.6 5.8 **LAVALTRY**, stone church at 4-corners; straight ahead on clay road through
- 156.3 5.7 **ST. SULPICE**, P. O. and large stone church on right.
- 158.0 1.7 Turn right just beyond boat-landing, curving right and left (159.5 m).
- 160.6 2.6 Jog right and left at old barn.
- 160.7 0.1 Turn square left across long iron bridge over Point du Jour River (toll 25c) into
- 161.5 0.8 **L'ASSOMPTION**, stone house ahead on right at 4-corners where street narrows; turn square left past post-office on left (161.6 m).
- 161.7 0.2 La Banque de St. Hyacinthe at 4-corners; turn square right and follow Point du Jour River through St. Paul L'Hermite to
- 170.2 8.5 **CHARLEMAGNE**, fork in front of hotel; bear right across RR. (170.4 m).
- 170.5 0.3 Go under RR. and immediately turn left up sandy hill, along tracks and across 2 iron bridges, used also by RR. Use caution to enter right driveway.
- 171.6 1.1 End of road near underpass; turn right away from RR.
- 171.7 0.1 End of road; turn square left on stone road; cross trolley (171.8 m) and RR. (172.1 m). Follow direct road without turn, paying toll of 10c at 2 gates (178.3 m & 182.3 m). Pick up trolley (178.8 m) and follow tracks on Notre Dame St.

Route 514**Canadian Section**

- 184.9 13.2 At fork just beyond stone bridge bear right on Craig St., passing **Place Viger Hotel** (on left—185.8 m), Court House (on left—186.1 m). Cross St. Lawrence Boul. (186.3 m).
- 186.7 1.8 **MONTREAL**, Victoria Square, Craig & McGill Sts.

For city map, see page 714.

For diverging routes, see Index map Canadian Section, page 702.

Route 514—Montreal to Elizabethtown, N. Y.—119.2 m.

Route map, page 702

Reverse route, No. 221.

Main-traveled route into the upper (eastern) Adirondacks via Chambly and St. John, P. Q., crossing the international line to Rouses Point, N. Y.; thence through Plattsburgh and Keeseville to Elizabethtown, where connection is made for Lake George, Saratoga, Albany, Troy, etc.

ROAD CONDITIONS: Rough (badly worn) road from Longueuil to Chambly; fair-to-good dirt (except for clay stretches, slippery in wet weather), Chambly to St. John and Rouses Point; excellent new State macadam most of way Rouses Point to Plattsburgh and Keeseville; very fair dirt road with occasional rough stretches between Keeseville and Elizabethtown.

IMPORTANT INTERMEDIATE CONNECTIONS: This route connects (1) at Plattsburg with steamboat line across Lake Champlain to Burlington, Vt.; (2) just below Plattsburgh for Bluff Point (Hotel Champlain) and (3) at Keeseville for Ausable Chasm. Brief directions for reaching all of these points are given at the proper places in the text of this route.

For this and optional exits, see Montreal city map, page 714.

MILEAGES
Total Intermediate (Numerous fine views along the Richelieu River, particularly between Chambly and St. John.)

- 0.0 0.0 **MONTREAL**, Victoria Sq., Craig & McGill Sts.

Start northeast on Craig St.—stone block pavement—following trolleys past C. P. RR. station (on right—8.10 m) to end of Craig St. at Notre Dame St. (1.7 m—City Prison on left). Continue nearly straight ahead into Notre Dame St., passing small park (on right—1.9 m); turn **next** right (2 m), winding downgrade under RR. (2.1 m) to the

- 2.1 2.1 **MONTREAL-LONGUEUIL FERRY** (Half-hour service; charges 40c car and driver; extra passengers 5c each).

Some parts of the route along the Richelieu River between here and St. John have a clay foundation, and are dangerous (slippery) in wet weather. French is the prevailing language to the International line.

Straight out from ferry to end of street, turning 90° left (2.4 m) on St. Charles St. through village of Longueuil to large stone church (on right—3 m); here turn 90° right on Chambly St. (now a direct road to Chambly but rough, badly worn surface, 1908): **Caution** for bad RR. crossing (3.4 m) and 2nd crossing at St. Huberts station (7.5 m); continue through covered bridge (14.8 m), bearing slightly right immediately beyond, with left curve over canal bridge (16.2 m) direct into and through the old town of

- 16.9 14.8 **CHAMBLY** (Fort Chambly is an interesting point to visit if one has time).

Pass under RR. (17.8 m), **slowing down** for right turn over canal (20.3 m) and immediately left on western side of same; curve right and left over small bridge (24.1 m)—fine views of river at many points. Run straight ahead over trolley line (27.9 m) and over RR. (bad grade crossing—28.1 m), entering on Champlain St. to small market place (on right), center of

28.3 11.4 **ST. JOHN, P. Q.**, iron watering trough on right.

Again cross RR. (28.5 m), bearing **diagonally right** just beyond past Barracks on left; cross small iron bridge over deep gully (30 m) through hamlet of St. Pauls (40.7 m). Continue straight ahead across small bridges (41.5 m & 44.5 m), keeping left on main road (45.5 m); thence direct across iron bridge at foot of grade (46.6 m), and through prominent 4-corners (46.7 m; here the route to Burlington, Vt., via the Hero Islands turns left, leaving this line).

Passing left fork (47 m) run straight ahead over 3 RR. crossings at La Colle Jet. (all grade—47.1 m), through 4-corners (48.8 m), crossing small wood bridges (49.8 m & 50.3 m). Direct over RR. (51.2 m—approximately the international boundary), crossing Grand Trunk RR. tracks for the last time (52.2 m) into

52.4 24.1 **ROUSE POINT**, Myers Bldg. (P. O. & Customs House) on right.

Straight ahead through town along the shore of Lake Champlain to right-hand macadam road (53.2 m—New Windsor Hotel at the corner); here turn 90° right, crossing RR. (54.1 m). Continue direct through all cross-roads into the town of Champlain, bearing left (67.4 m) over iron bridge (Chazy River) and next left (57.5 m); thence straight ahead on main-traveled road (nearly all macadam, fall 1908).

Cross wood bridge (62.7 m) RR. track (64.1 m) and iron bridge (64.3 m), through hamlet of Chazy (64.5 m); at fork just beyond (64.6 m), keep to right again over iron bridge, following macadam over RR. again (65.1 m) to fork (65.4 m). Leaving dirt road and telegraph poles straight ahead, bear right with macadam; thence direct through all cross-roads and over small iron bridge (69.8 m) to irregular 4-corners (70.2 m).

Again leaving direct road straight ahead, **turn right with macadam**, crossing RR. (70.6 m) into hamlet of W. Chazy (70.9 m). Here turn 90° left, direct to 4-corners at hamlet of Beekmantown (74.6 m—hotel and general store on opposite corners); turn left, following State macadam through hamlet of E. Beekmantown (76.6 m) to end of road (79.7 m—just above Plattsburgh).

Turn left past Fair Grounds to right-hand road just be-

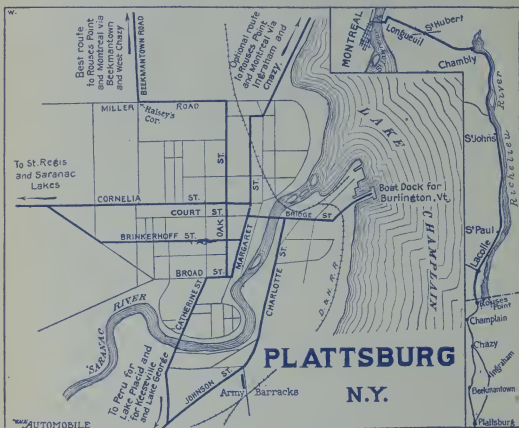
Route 514

Canadian Section

yond (80.3 m); turn 90° right into Oak St., straight ahead—ignoring trolleys—to intersection of Cornelia St. (81 m). Turn left on Cornelia St. to Margaret St. (81.1 m); turn right on Margaret St. to intersection of Bridge St., business center of

81.2 28.8 **PLATTSBURGH**, Margaret & Bridge Sts.

Ideal Garage, 11 Charlotte St.



Automobile routes in and out of Plattsburgh, N. Y., with sketch of the Montreal-Rouses Point run.

For steamboat docks (Burlington, Vt., boats) turn left into Bridge St., crossing iron bridge (Saranac River—81.3 M), keeping straight ahead on Bridge St. past depot (on left—81.6 M); look out for bad R.R. crossing (81.7 M), straight ahead to docks (81.8 M). Boats leave 7 A. M. & 3 P. M., with additional boat 9:35 A. M. Saturdays and Mondays during season; time of passage 1¼ hours. Fares 75c each passenger; chauffeur free; cars \$2.50 to \$4.00, according to size; height of dock 7 ft. 12 in. From Burlington dock, run straight out on King St. across R.R. to St. Paul St., turning 90° left (82.2 M) to park, Burlington, Vt. (82.3 M).

Turn left on Bridge St., crossing iron bridge (Saranac River—81.3 m) to Charlotte St. (81.4 m—pulp mill on left); turn 90° right down Charlotte St., picking up trolleys (81.5 m), which follow over branch R.R. (81.7 m) to prominent fork (82.2 m—just before reaching Army Barracks). Here (unless going to Bluff Point—Hotel Champlain, for which see next paragraph), take right fork, leaving car-tracks.

For **HOTEL CHAMPLAIN** at Bluff Point: Keep to left with car-tracks, past brick barracks (on left), straight ahead across R.R. (grade—83.9 M) and over trolley tracks (84.4 M); 3-10 mile beyond (84.7 M—no sign, 1908), turn 90° left through stone gates upgrade to **HOTEL CHAMPLAIN** (85.2 M). Return same way, picking up schedule at 82.2 M in the through text.

Continue south on main-traveled road, crossing R.R.

(84.2 m) and iron bridge (86.1 m) at hamlet of S. Plattsburgh through long stretch of level country to branch road on right (88.8 m). Here (leaving dirt road and telegraph poles straight ahead) turn right with macadam, curving left with same (90.7 m) into hamlet of Peru (90.9 m).

Cross small bridge (91 m), taking left fork immediately beyond, crossing RR. (91.1 m); thence direct through several cross-roads, curving left at fork by large church (96.5 m), down 10 per cent grade. Pass left-hand road (96.9 m*), crossing iron bridge over Ausable River immediately beyond; turn 1st right after crossing bridge into the main street of

97 15.8 **KEESEVILLE**, at right turn from bridge.

CONNECTION TO AUSABLE CHASM AND PORT KENT ON LAKE CHAMPLAIN: Turn 1st left before bridge (96.9 M), straight ahead over RR. (97.8 M) to brick school in fork (98.4 M); take right fork, over RR. again (98.5 M) and iron bridge (98.7 M). From end of bridge take either right-hand or left-hand road upgrade to the **HOTEL AUSABLE CHASM**. This trip is frequently extended 3 miles farther to Port Kent on Lake Champlain.

Run through, upgrade, straight ahead past church (on left—97.3 m); thence direct on main-traveled route, bearing right (100.2 m) past Augur Pond (on right—100.7 m). At fork by red barn (101.1 m), keep right on main road past Butternut Pond (on right—102.5 m), running along Mt. Pokamoonshine (solid rock banks on right).

Pass left fork (105 m), $\frac{1}{2}$ mile beyond (105.5 m) ascend winding 10 per cent grade, thence on direct road (stony in spots), descending rough 10 per cent grade to the hamlet of Cross (108.6 m). Here cross small iron bridge, keeping straight ahead through prominent 4-corners (109.8 m & 113.7 m), crossing small bridge (113.8 m) into hamlet of Lewis (114.4 m).

Direct through, crossing small iron bridge (116.3 m)—road sandy in spots; ascend short, steep grade (117.4 m), slowing down for sharp left turn over next iron bridge (118.3 m) and immediately right. Continue straight ahead over other iron bridges (118.5 m & 118.9 m); passing the **Maplewood Inn**; at end of road immediately beyond the second of these bridges (118.9 m), jog right and immediately left upgrade into

119.2 22.2 **ELIZABETHTOWN**, the principal north and south street.

Windsor Hotel on right; **Deer's Head Inn** on left. **Maplewood Inn**. **W. M. Marvin's Sons Garage**.

This route is continued to Schroon Lake, Lake George, Glens Falls, Saratoga, etc., in Adirondaek section. See Index map, page 407.

Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart

Route 516—Montreal, P. Q., to Burlington, Vt.—103.6 m.

Via the Richelieu River through Chambly and St. Johns, P. Q. Thence to Alburg, Vt., North Hero Island, Grand Isle and South Hero Island to the Vermont mainland, entering Burlington via Winooski. Custom arrangements can be made en route. Descriptive outline in Route 544.

MILEAGES (For this and optional exits see Montreal city map, page 714.)
Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | MONTREAL , Victoria Square; follow directions given in Route 703 to |
| 16.9 | 16.9 | CHAMBLY . Go under RR. (18.2 m) and keep straight on along river on left, turning right across canal (20.6 m) and at once left beyond. Continue along canal, crossing same again (24.3 m). Cross RR. and go under RR. bridge (28.2 m), crossing tracks just beyond into |
| 28.3 | 28.3 | ST. JOHNS, P. Q. Iron watering trough on right; again cross RR. (28.5 m), bearing diagonally right just beyond past Barracks on left; cross small iron bridge over deep gully (30.0 m) through hamlet of St. Paul's (40.7 m). Continue straight ahead across small bridges (41.5 m & 44.5 m), keeping left on main road (45.5 m); thence direct across iron bridge at foot of grade (46.6 m) to |
| 46.7 | 18.4 | 4-corners just beyond bridge; turn square left (leaving the Montreal-Rouses Point line).
It is essential not to pass or mistake this turn—small wood house on farther right-hand corner—old blacksmith shop on near left-hand corner; long wood bridge in sight over to left (before turn.)
Straight ahead over stretch of stony road, crossing iron bridge (47.4 m—25¢ toll); ½ mile beyond (47.9 m) cross 2nd long wood bridge. |
| 48.2 | 1.5 | End of road; turn square right, crossing small bridges (48.4 m & 48.7 m) and passing good road to left (51.0 m); thence along the lake— caution for sharp left turn (52.2 m—away from lake). Pass road on right (52.4 m) direct along the international line, marked by stone posts at frequent intervals on left; ascend grade (53.0 m), running through 4-corners (53.6 m) and across RR. (53.7 m). |
| 54.2 | 6.0 | End of road; turn square right, following main route across RR. at Alburg station to |
| 56.7 | 2.5 | ALBURG, VT. Customs House (on left—immediately beyond RR.).
U. S. Customs Bond required in leaving Alburg; F. W. Myers & Co., Customs House Brokers, issue the bond "while you wait" at a very reasonable fee, and at the same time papers are secured which readmit to Canada. |
| 57.6 | 0.9 | End of road; turn square left and go under RR. (58.2 m); curve right (58.4 m) and left (58.6 m) through prominent cross-roads (59.1 m) to |
| 59.5 | 1.9 | ALBURG CENTER . Turn right, passing road on right (60.7 m); shortly (62.0 m) come along the Alburg Passage (arm of Lake Champlain)— caution for bad grade crossing (62.8 m). Make sharp left curve (63.0 m) over |

Canadian Section

Route 516

RR. tracks again (63.1 m), curving right at shore of lake (63.5 m).

- 64.9 5.4 Left-hand road near iron bridge; turn square left across long iron bridge (65.0 m—25c toll) onto North Hero Island.
- 65.2 0.3 End of road just beyond bridge; turn square right, crossing small wood bridge (66.4 m).
- 67.2 2.0 Fork; keep right along lake (sign, "North Hero 3 m")—caution for numerous curves. with sharp right (70.3 m) through
- 70.9 3.7 **NORTH HERO.** Straight ahead, curving left (74.5 m), across iron bridge (25c toll) onto Grand Isle.
- 75.0 4.1 End of road; at large elm tree; turn right, passing numerous roads to right and left; cross RR. (82.4 m), curving right up 6% grade (83.2 m).
- 83.9 8.9 Fork; keep left, immediately across RR. at S. Hero station onto stretch of macadam to
- 84.5 0.6 **SOUTH HERO,** 4-corners (flagpole). Straight through.
- 85.6 1.1 End of road; turn right up slight grade.

Ahead are about 12 miles of unsatisfactory road—considerable deep sand and some rather difficult grades.

Curving left (away from lake—86.4 m), with right curve (86.8 m), onto Sand Bar Bridge (87.5 m), a long, very narrow roadway over an arm of Lake Champlain (make sure no other vehicle is coming from opposite direction); straight ahead onto the Vermont mainland (88.2 m).

- 89.8 4.2 Fork; bear diagonally right with poles over very sandy stretch, curving left along river (91.1 m). Curve right upgrade, across iron bridge (91.5 m) over sandy hill.
- 91.9 2.1 End of road; turn left, keeping right at fork just beyond (92.0 m). Pass schoolhouse (on right—92.1 m), curving left at farmhouse (92.3 m); pass left-hand road (92.9 m—leads to Milton, Vt.).
- 93.8 1.9 End of road near old brick chimney; turn right, crossing small wood bridge (94.8 m) and small iron bridge, carefully descend winding 8% grade (small bridge at foot—96.2 m).
- 96.8 3.0 Fork; keep right (nearly straight ahead) over small bridge (96.9 m), but avoid right fork just beyond, ascending 7% grade (97.1 m). Pass all right and left-hand roads, down and up long 8% grades. Joining trolley (from left—101.1 m) run straight ahead through
- 101.3 4.5 **WINOOSKI.** Cross iron bridge (Winooski River).
(See Burlington city map, page 764, and Route 710, for optional entrance via Colchester, avoiding grades.)
- 101.5 0.2 Fork immediately beyond bridge; keep left on macadam up long 10%-12% grade into Pearl St.; pass University of Vermont (on left—102.4 m) and Medical School (on right—102.6 m). Where trolley turns left at brick church (on right) go straight ahead 1 block.

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103.3 1.8 Turn left on St. Paul St., running along City Park (on left).

103.6 0.3 **BURLINGTON**, Main & St. Paul Sts.

Van Ness House on right.

Van Ness Garage, Church St., Stock Michelin Tires.

For city map and points of interest, see Burlington Section, page 426.

For diverging routes, see Index map, Burlington Section, Vol. 2.

Route 517—Montreal, P. Q., to Burlington, Vt.—101.4 m.

Via Longueuil, St. Johns and St. Albans, Vt. Rough to Chambly; after leaving St. Johns 20 m of bad clay, treacherous when wet, with deep gutters on sides of road. Chains all around absolutely essential in wet weather. Balance fair dirt.

MILEAGES		
Total	Intermediate	
0.0	0.0	MONTREAL , Victoria Sq., Craig & McGill Sts.; follow directions in Route 709 to
28.2	11.3	ST. JOHNS . Turn left across old bridge over Richelieu River (toll 25c).
28.5	0.3	Turn right.
28.7	0.2	IBERVILLE , hotel on right.
29.0	0.3	Cross-street; turn square left across RR. (29.1 m) and turn next right across tracks (29.4 m).
30.8	1.8	Shop with patent wire fence in front; turn left.
32.0	1.2	End of road; turn square right.
32.2	0.2	Again turn left on straight road with poles, across RR. (35.8 m) and through
37.6	5.4	ST. ALEXANDRE , church on left.
43.4	5.8	Fork; bear left with poles on direct road to
44.1	0.7	NOTRE DAME DE STANBRIDGE . Turn right in village and follow direct road south through
55.4	11.3	ST. ARMAND . Cross international boundary line and continue along river and RR. through
59.4	4.0	HIGHGATE SPRINGS, VT.
64.4	5.0	SWANTON . Direct into Main St. to
73.5	9.1	ST. ALBANS , Taylor Park on left; continue south via Main St. with trolley on good gravel road, past Prospect Hill and under RR. (75.7 m) to
79.6	6.1	GEORGIA . Straight through village, avoiding right fork.
81.0	1.4	End of road; turn square right and follow Lamoille River, bearing left across iron bridge over river into
86.3	5.3	MILTON . Turn square right around brick store and continue on fair dirt road, some hills, across RR. (86.9 m), crossing tracks again (91.0 m), winding road direct to
96.3	7.3	COLCHESTER CENTER , P. O. on right at 4-corners; turn square right.
94.4	0.8	At white house turn square left downgrade to
94.6	0.2	Left-hand road; turn left on rough, hilly road, descending into Main St.,

Canadian Section

Route 523

98.6 4.0 **WINOOSKI**. Straight on with trolley across iron bridge over Winooski River (99.0 m), taking right fork of trolley beyond on Winooski Ave., winding road. Turn square right with trolley into Pearl St. and second left into St. Paul St. to

101.4 2.8 **BURLINGTON**, Main & St. Paul Sts.

Van Ness House on right; garage connected.

For city map and points of interest, see Burlington Section, page 726.

For diverging routes, see Index map, Burlington Section, page 725.

For through connections, see Trunk-line Index map, page 1B.

Route 523—Montreal to Ottawa, Can.—121 m.

Route map, page 702.

Along the north side of the Ottawa River, crossing at Carrillon. Good stone road first 20 and last 15 miles. Balance clay; passable when dry, but impossible to negotiate when wet.

MILEAGES

Total Intermediate

(For city map, see page 714.)

0.0	0.0	MONTREAL , Victoria Square, Craig & McGill Sts.; start north up Beaver Hall Hill (steep).
0.2	0.2	BEAVER HALL SQUARE . Turn left into Dorchester St., macadam. Cross Dominion Square (0.6 m)— Windsor Hotel (on right—0.7 m).
1.0	0.8	Grey Nunnery ahead on right; meeting trolley turn right on Guy St., upgrade. Curve slightly left with trolley, across Sherwood St. (1.4 m) into Cote des Nieges Road, up steep grade.
1.7	0.7	3-corners; curve left with trolley—still ascending hill—skirting the foot of Mt. Royal (on right). Trolley leaves to left (2 m). Pass reservoir (on left—2.4 m) and cemetery (on right—2.8 m). Caution for sharp right curve (3.3 m). Pay 15c toll (4 m); cross RR. 4.6 m).
4.7	3.0	End of road; turn left on macadam.
4.9	0.2	Shrine on left; turn square right, paying 15c toll (6 m) Cross RR. (6.2 m) past College Celeron (on right).
6.9	2.0	ST. LAURENT , blacksmith shop on right at 4-corners; turn left into St. Mathieu St.; cross trolley (7.4 m).
7.6	0.7	Old stone house ahead on right; turn square right past Polo grounds (on left—8.8 m). Through 4-corners (9.8 m) and over small wooden bridge (10 m). Cross long iron bridge—toll 15c—curving right beyond.
10.5	2.9	3-corners; curve left with poles.
11.0	0.5	BORDE A PLOUFFE , Hotel Laval on right at 4-corners; turn right with poles.
12.3	1.3	Jog left and right with poles into
12.6	0.3	ST. MARTIN , brick hotel on right at 4-corners; turn square left with poles past stone church (on left—12.7 m).
14.6	2.0	Turn right with poles between 2 houses— caution for sharp left turn (16.4 m).
18.3	3.7	Old frame house ahead on right; turn square right with poles through cross-roads (19.3 m)—winding and rough.
20.4	2.1	End of road; turn square left into

Route 523

Canadian Section

- 20.5 0.1 **ST. EUSTACE**, stone church on left; turn square right in front of church past P. O. (on left—20.7 m).
- 21.0 0.5 4-corners; turn square left with poles, immediately across wooden bridge over du Chene River, curving right beyond; through small village (27. m). Avoid right-hand road where poles leave (28.4 m).
- 31.0 10.0 Shrine on left; turn square right across small wooden bridge (31.3 m).
- 31.7 0.7 End of road; turn left into
- 31.8 0.1 **ST. BENOIT**, stone church on left; turn square right.
- 32.2 0.4 End of street; turn left on main road with poles on stretch of clay road—very heavy when wet.
- 36.8 4.6 End of road; turn right in front of shrine with poles through
- 38.2 1.4 **ST. PLACIDE**. Continue on clay road—impassable when wet—caution for sharp right and left turns (44.2 m & 44.3 m). Turn square right away from river (44.7 m) across iron bridge (44.8 m).
- 46.6 8.4 **ST. ANDREWS EAST**, end of road at store on right; turn left with poles, across long iron bridge over River Du Nord, curving left with poles through cross-roads beyond
- 47.4 0.8 Next cross-roads—stone church ahead on right; turn square right with poles; cross RR. (48.7 m).
- 48.8 1.4 **CARRILLON, Sovereign Hotel** on left; turn square left



Map of principal automobile routes into, through and out of Ottawa, Canada.

Canadian Section

Route 527

48.9	0.1	CARRILLON-POINT FORTUNE (STEAM) FERRY. Fare \$1.00. Runs on signal. Cross Ottawa River and turn first right beyond ferry landing into
49.0	0.1	POINT FORTUNE. Follow clay road along river through
54.2	5.2	LITTLE RIDEAU, hotel on left.
61.3	7.1	Fork immediately beyond RR. underpass; turn left into
61.9	0.6	HAWKESBURY. Routing car turned back at this point on account of heavy roads, and the following directions should be verified by local inquiry. Follow main road to
65.0	3.1	LORIGNAL. Continue west—leaving river—into
67.5	2.5	CASSBURN. Turn square right and one mile beyond turn square left, following C. P. RR. on left into
77.5	10.0	ALFRED. Direct road for 5 miles, then left across Nation River and RR. into
84.5	7.0	PLANTAGENET. Turn right and 3 miles beyond turn left through
90.5	6.0	WENDOVER. Follow river road through
96.0	5.5	CLARENCE. Turn left into
98.5	2.5	ROCKLAND. Winding road along river through
103.5	5.0	CUMBERLAND. Straight ahead on good stone road to
110.5	7.0	ORLEANS. Cross bridge over Green St. (114 m). Cross RR. and bridge over Rideau River (118.5 m); curve right and at once left into Rideau St., across Canal bridge (120.7 m). Bear left into Spark St.,
121.0	10.5	OTTAWA, intersection of Bank St.

Route 527—Montreal, P. Q., to Kingston, Ont.—194.4 m.

Route map, page 702

Reverse route, No. 527

Main-traveled road along the St. Lawrence River, out the Upper Lachine Road, through Lachine, Cornwall, Prescott (Ogdensburg), Brockville and Gananoque. Fine scenery all the way, but so bad roads to Cornwall that the Blue Book explicitly advises the locally unacquainted tourist to ship by boat, at least to Cornwall—or better still to Prescott or Ogdensburg. Fair to excellent roads beyond Prescott, with still greater improvement if one is bound west of Kingston. French is the prevailing language to Cornwall.

MILEAGES
Total Intermediate For this and optional exits, see Montreal city map, page 714.)

0.0 0.0 **MONTREAL,** Victoria Sq., Craig, McGill & St. James Sts. Start west on St. James St.—some signs, “St. Jacques St.”—following the car-line. Pass church of St. Henri (on right—2 m).

2.5 2.5 Fork of streets and car-tracks—St. Elizabeth’s College ahead on left. Take special care to continue straight ahead past St. Elizabeth’s College, avoiding the right-hand street which passes the car-barns.

After running straight ahead past the college building, continue on the main-traveled road, with 2 or 3 turns. Cross RRs. (5.6 m & 6.4 m); pass under RR. (6.6 m) and cross RR. siding (7.2 m).

Route 527

Canadian Section

- 7.4 4.9 **LACHINE**, central 4-corners; straight through. Cross RR. (8.6 m), pay 10c at tollgate (9.6 m), and follow winding macadam along north shore of Lake St. Louis, through several suburban villages. Pass McDonald College (on right—22.9 m); at 4-corners 2-10-mile beyond the college, turn left to the riverfront at St. Anne's.
- 23.1 15.7 **ST. ANNE'S—ISLE PERROT FERRY**. The "ferry" consists of a small scow, convoyed by a gasoline launch; wait the convenience of the Frenchman operating same and pay \$3.00 for passage.
- 23.1 0.0 **FERRY LANDING ISLE PERROT**. Go up from ferry to hotel, where the two roads around the island divide. The short way (right turn) is indescribably bad, though rumors of its improvement are in circulation; unless certain that improvement has been made, turn left—now apparently 1,000 miles from civilization.
- Turn right (24.1 m); meeting another road (which comes down from a French village over to left), turn right (26.4 m), following the main-traveled route around the island to a boat landing which may be discovered by careful watching.
- 30.5 7.4 **ISLE PERROT—MAINLAND FERRY**. The peasant Frenchman who rows one car at a time across this ferry lives at a farmhouse on the opposite side; the waiting car should be placed as conspicuously as possible and the passengers should put themselves in a patient frame of mind. Ferry charge \$2.00. From the mainland side of the ferry, go out past the farmhouse, turning left in a bad stretch of road along the river. Cross iron bridge (32.8 m).
- 33.1 2.6 **CASCADES POINT**, hotel on left; turn right along the ship canal—rapids in sight over to the left, after the turn.
- 37.9 4.8 Pass left-hand road, which crosses the canal to Cedars village, still along right side of canal.
- 43.7 5.8 Pass left-hand road, which crosses the canal to Coteau de Lac, still along right side of canal. Pass under RR. (46.3 m) and—leaving canal to the left—continue straight ahead on poor but direct road, crossing several bridges.
- 63.4 19.7 **LANCASTER**, 4-corners, brick school on right, brick store opposite; turn left.
- 64.2 0.8 4-corners near South Lancaster P. O.; turn right, crossing iron bridge (64.4 m). Road is again bad but direct along the river through several hamlets, becoming Water St., Cornwall.
- 80.0 15.8 Just after passing boat docks, turn right on Pitt St., with the trolley.
- 80.2 0.2 **CORNWALL**, Pitt & 2nd Sts., P. O. on the corner; turn left on 2nd St., following the trolley. When car-tracks leave to left, run straight ahead over RR. (81.1 m, approximated).

Canadian Section

Route 527

- 85.8 5.6 Small village; turn left with the main road, following along the river through other small villages, with occasional views of rapids.
- 98.2 12.4 **AULTSVILLE**; direct through. Cross iron bridge (106.3 m) and avoid left-hand road (106.9 m).
- 107.1 8.9 **MORRISBURG**; straight through.
- 115.1 8.0 **IROQUOIS**; straight through.
- 120.5 5.4 **CARDINAL** (over to the left); cross RR. and pass iron bridge (on left), running under RR. (129.2 m).
- 130.0 9.5 **PRESCOTT**, opposite Ogdensburg, N. Y.; straight through on King St. There are 3 toll gates (1909) on the road from Prescott to Brockville, which—it is reported—may be given up in 1910; roads much better and frequent fine views.
- 142.2 12.2 **BROCKVILLE**, center of town; straight through on King St. Cross bridge over RR. (142.6 m) to fork where poles divide (144.1 m); take the right-hand road—a longer but better way. Cross RRs. (145.1 m & 145.4 m), straight ahead through diagonal cross-road (147 m).
- 148.5 6.3 **LYN VILLAGE**; direct through, crossing RRs. (149.4 m & 152.9 m). Cross stone arch bridge over ravine (153.8 m) and pass through small village (161.9 m). Follow main telegraph poles past numerous roads on right and left, running straight into King St.
- 175.8 27.3 **GANANOQUE**, center of town; direct through, crossing RR. (175.9 m) and iron bridge over Gananoque Creek.
- 176.0 0.2 Iron watering trough in fork, leaving town; take the right-hand road—King St.—straight ahead 7 miles.
- 183.3 7.3 Fork, creamery on right, brick house opposite; take the left-hand road—direct to outer edge of Kingston. Descend hill (193.1 m), passing Royal Military College (on left—193.7 m); immediately cross long iron bridge over the Cataraqui River (10c toll).
- 194.1 10.8 Turn right across RR. into Place d'Armes.
- 194.3 0.2 Turn left into Wellington St.
- 194.4 0.1 **KINGSTON**, Wellington & Princess Sts., business center.

W. J. Moore & Son, Garage, 206 Wellington St.

International ferry to Cape Vincent, N. Y.

For continuation of this trip to Belleville, Port Hope and Toronto, see next route.

HAVOLINE

OIL

FOR AUTOMOBILE LUBRICATION

See

→

Page 12



Route 529—Kingston, Ont., to Toronto, Ont.—165 m.

Route map, page 702

Reverse route, No. 505

Out Princess St. and through Cataraqui, Napanee, BELLEVILLE, Trenton, Colburne, Coburg, PORT HOPE, Oshawa, Whitby and Pickering, entering Toronto by the Kingston Road and Queen St. East. Mostly good road, with occasional heavy or bumpy stretches and a few waterbars; frequent fine views of Lake Ontario. Special care should be taken in meeting horse-drawn vehicles on this route.

MILEAGES

Total Intermediate

0.0	0.0	KINGSTON , Princess & Wellington Sts. Start west on Princess St., following trolley; run to end of car-line (1.6 m). Continue straight over RR. (3.3 m) into small village of
3.6	3.6	CATARAQUI ; turn left with the best road, straight ahead through hamlet of Odessa (12.6 m). Cross iron bridge (19.9 m), straight ahead through diagonal cross-road (21.6 m). Descend grade (24.4 m), crossing over bridge and running under RR. (25 m) into
25.5	21.9	NAPANEE ; straight through business center.
25.7	0.2	Fork by stone church; take the right-hand road, crossing RRs. (26.2 m & 26.5 m) and wood bridge (27.1 m).
28.2	2.5	Turn right with the best road, with sharp left curve (28.3 m).
33.9	5.7	MARYSVILLE ; straight through, now with telegraph poles. Cross old wood bridge (35.8 m)—caution for dangerous left turn under RR. (39.1 m).
40.6	6.7	SHANNONVILLE , brick block on the corner; turn right, crossing iron bridge (40.8 m). Cross RR. (44.5 m), old wood bridge (45.2 m) and RR. again (46.5 m), running along the bay to the edge of Belleville.
48.7	8.1	Turn right into Foster Ave. (sign); at end of Foster Ave. (48.8 m), turn left into Bridge St., crossing RR. (49.3 m).
49.4	0.7	BELLEVILLE , Bridge & Front Sts., business center; cross bridge and continue out of town without a turn, passing right-hand road (49.6 m). Follow main road along the bay, crossing RR. (60.4 m) and covered bridge (60.5 m).
60.7	11.3	TRENTON ; straight through, crossing RR. at Trenton station (60.8 m). Again cross RRs. (65 m, 66.4 m & 67.5 m).
70.1	9.4	End of road; jog right and immediately left through village of Brighton .
78.4	8.3	COLBORNE , center of village. (This is a confusing point and care is required to assure the right way.) At the near right-hand corner of the village park (78.4 m), turn right (leaving the direct road); at end of park turn left to the farther corner of same (78.5 m). Now turn diagonally right, taking left fork (78.9 m); this should run into the old direct road (79.5 m).

- Continue on the main road for several miles, through **Grafton** (86.2 m). At tollgate (86.9 m), pay 15c and get ticket; cross RR. (91.7 m), and give up ticket at next tollgate (92.7 m).
- 93.8 15.4 **COBURG**, Town Hall on left; straight through, crossing RR. (94 m).
- 94.2 0.4 Prominent 4-corners western edge of Coburg; turn right, crossing RR. (94.6 m) and old wood bridge (95 m).
- 95.5 1.3 Prominent 4-corners where telegraph wires divide; turn square left. At tollgate (96.6 m) pay 10c and get ticket; at next tollgate (99.2 m) give up ticket.
- 100.9 5.4 Prominent 4-corners, eastern edge of Port Hope—RR. viaduct over to the left, brick factory on the corner; turn right.
- 101.1 0.2 At hotel (on right), turn left into the main street of
- 101.2 0.1 **PORT HOPE**; straight through the business center; cross bridge and RR., ascending long grade on Walton St.
- 102.0 0.8 Cross-road; turn right with the most travel (sign, "Toronto").
- 104.3 2.3 Keep to left at fork nearing **Welcome P. O.**, and at prominent cross-road immediately beyond turn left with the most travel.
- 112.4 8.1 Straight ahead through small village, avoiding right-hand road at monument. Continue through **Newcastle** (117.6 m), avoiding right-hand road (117.9 m). Cross old wood bridge (118.6 m).
- 119.3 6.9 House in fork; take the right-hand road, with left curve (119.5 m). Cross two bridges (121.8 m).
- 122.8 3.5 **BOWMANVILLE**; direct through on King St., running through several 4-corners and crossing several small bridges to
- 132.2 9.4 **OSHAWA**; straight through on the main street. Cross RR. (136.1 m).
- 136.4 4.2 **WHITBY**; straight through. Cross iron bridge (137.3 m).
- 142.5 6.1 **PICKERING**; straight through, crossing iron bridge, leaving the town (142.8 m).
- 143.1 0.6 Keep left on the main road, straight ahead through 4-corners at **Liverpool** (144.7 m). Descend winding grade (147.6 m), with viaduct over stream at foot (147.8 m). Ascend corresponding grade—**Caution** (150.4 m) for dangerous descent with stone-and-iron bridge at foot (150.6 m). Ascend corresponding grade, meeting trolleys, which are followed (except for one short turn-out), balance of way into Toronto. Cross RR. (152.8 m) and cross trolley (153 m & 159.5 m).
- 161.5 18.4 End of Kingston Road at Woodbine Race-track; turn right with trolleys into Queen St. East. Cross RR. at Riverdale station (163.2 m) and iron bridge over Don

Route 531

Canadian Section

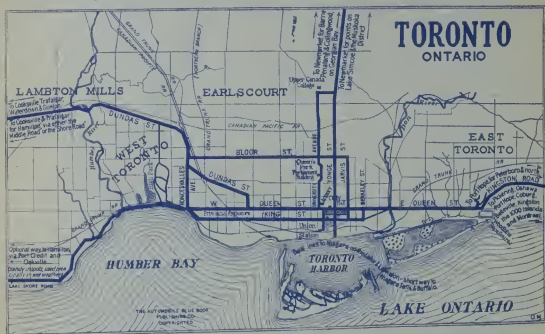
River and RR. at Don station (163.7 m). Where car-tracks divide immediately beyond, continue straight ahead on Queen St., into

165.0 3.5 **TORONTO**, Queen & Yonge Sts., business center.

Queens Hotel, Front St., near Union Station.

The Russell Garage, Richmond St., near Bay St.

For diverging routes, see Index map, Canadian Section, page 702.



Map showing routes through Toronto, Canada, corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 531—Toronto, Ont., to Hamilton, Ont.—47 m.

Route map, page 702

Reverse route, No. 503

The best all-year route, out Queen St. West and Dundas St., through Lambton Mills, Cooksville and Trafalgar, where left turn is made into the "Middle Road" for Hamilton via Freeman village and York St. Gradually improving roads with occasional poor stretches (1909); frequent steep hills and sharp descents.

MILEAGES

Total Intermediate

- | | | |
|------|-----|--|
| 0.0 | 0.0 | TORONTO , Yonge & Queen Sts., center of city. Start nearly west on Queen St. West, following same under 2 RRs. (2.7 m). |
| 3.6 | 3.6 | Intersection of Roncesvalles Ave.; turn right with one line of trolleys on Roncesvalles Ave., straight ahead into Dundas St. (4.7 m). There is no turn at this point, Roncesvalles Ave. and Dundas St. being one thoroughfare except in name. |
| 7.9 | 4.3 | Leave trolleys to right at Lambton Mills , running straight ahead over iron bridge (8 m), and immediately ascend grade. Cross RR. (8.7 m) and iron bridge (9.4 m); the next few miles are through several suburbs with frequent iron bridges. |
| 16.3 | 8.4 | COOKSVILLE ; straight through, crossing wood bridge over ravine (17.7 m). |
| 19.0 | 2.7 | End of road; turn left and next right (19.2 m), downgrade through Erindale (19.6 m). |

- 24.7 5.7 **TRAFALGAR VILLAGE**; continue straight ahead 8-10-mile.
- 25.5 0.8 Brick church on right, cemetery opposite—turn left—sign, "Oakville." Pass through irregular 4-corners (26.8 m).
- 28.1 2.6 Prominent 4-corners with Automobile Club signs; leave road straight ahead (for Oakville), by turning right on the "Middle Road." Descend grade, crossing narrow old wood bridge (28.3 m).
- 32.1 4.0 End of road; turn left and next right (32.3 m). Extreme care should be taken in descending steep winding grade immediately after this turn, with iron bridge at bottom (32.6 m), and corresponding upgrade.
- 35.0 2.9 **APPLEBY**; straight through. Cross RR. (38.6 m).
- 38.8 3.8 **FREEMAN**, also called Burlington Junction; straight through (road from Burlington on Lake Ontario comes in from the left). Cross RR. (39.2 m).
- 41.6 2.8 **ALDERSHOT P. O.** on right; straight through, same road becomes fine macadam nearing Hamilton.
- 44.1 2.5 **Caution** for sharp left curve foot of grade. Pass under RR. (44.3 m) and cross bridge over RR. (44.4 m).
- 44.9 0.8 Cross "**High Level Bridge**," and continue along the harbor into York St., passing Dundurn Castle (on left—45.7 m).
- 46.9 2.0 End of York St. at James St. (City Hall on left); turn right on James St.
- 47.0 0.1 **HAMILTON**, James & King Sts., business center.

Waldorf Hotel, King St. East.

Russell Garage, 26 Charles St.

The Hamilton Garage, 133 King St. W.

For city map and points of interest, see Canadian Section, page 704.

For diverging routes, see Index map, Canadian Section, page 702.

Route 533—Hamilton, Ont., to London, Ont.—79.7 m.

Route map, page 702

Reverse route, No. 539

Main-traveled route out King St. West and through Ancaster, BRANTFORD, WOODSTOCK, Ingersoll and Thamesford, entering London by Dundas St. Good roads and excellent farming country practically all the way.

MILEAGES (For this and optional exits, see Hamilton city map, page 704.)
Total Intermediate

- 0.0 0.0 **HAMILTON**, King & James Sts. Start west on King St., passing park (on right—8-10-m); cross bridge over RR. (1.1 m), keeping slightly left with main road (1.3 m), down moderate grade. Cross trolley (3 m).
- 3.6 3.6 Fork; take the left-hand road (Automobile Club sign); cross RR. (3.7 m), keeping to right on main road at fork immediately beyond. Shortly begin long, steady ascent with fine views over to right.
- 6.9 3.3 **ANCASTER**; straight through center of village.
- 7.1 0.2 Fork at large stone church; keep to right on main road, crossing trolley (7.3 m).

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Section Index Maps

SHOW OUTLINES OF ROUTES
AND ALL CONNECTIONS.

FOR Laying Out an EX-
TENDED TOUR USE

Graphic Trunk-Line Chart



Map showing routes through London, Ont., corresponding to directions for entering and leaving the city given in the Blue Book routes.

- 7.5 0.4 Very prominent fork (telegraph poles both ways); take the left-hand road. Cross trolley (11.1 m), and continue straight through **Alberton** (12.7 m).
- 13.0 5.5 Fork; bear left on best road, with the wires. Cross narrow old wood bridge (18 m) and trolley (19.5 m). Again cross RR. at Cainsville station (20 m); continue over RR. bridge (20.2 m) and cross trolley (20.9 m), same road becoming Colborne St., Brantford. Cross RR. at station (23.1 m).
- 23.2 10.2 **BRANTFORD**, Court House on right; straight through.
- 23.5 0.3 Fork at Monument, farther edge of town; take the left-hand road, crossing long iron bridge over Grand River. Cross RR. (23.7 m), and pass left-hand road (24 m); again cross RR. (24.1 m).
- 24.7 1.2 Fork at brewery (on left); take the right-hand road, crossing trolley and RR.—road is now direct through 2 or 3 small villages.
- 33.3 8.6 Fork; keep to right with telegraph poles, on the best road. Cross iron bridge (35.5 m), and continue straight through **Cathcart** (37.5 m).
- 37.9 4.6 Avoid left-hand road by keeping to right on main road with telegraph poles, straight ahead through 2 diagonal cross roads. Pass under RR. (44.9 m) and cross RR. (49.1 m) into Dundas St.,
- 49.6 11.7 **WOODSTOCK**, small square on left, direct through.
- 50.5 0.9 Fork at brick mill, farther edge of town; bear left on the Ingersoll Road, crossing RR. switch (50.6 m). Cross RR. (50.8 m), picking up and following trolleys through **Beachville** (54.6 m). Cross trolley (58.2 m), running into Charles St., Ingersoll.
- 59.1 8.6 **INGERSOLL**, Charles & Thames Sts. (Merchants Bank of Canada on the corner); turn right on Thames St. Cross RR. (59.2 m), iron bridge (59.3 m) and RR. again.
- 59.5 0.4 Large church on the corner; turn left on the London Road—sign, "London." Continue through all cross-roads and over narrow wood bridge (65.1 m).
- 65.4 5.9 **THAMESFORD**, road house on the corner; turn left with the most travel—no more turns into London. Cross iron bridge (72.3 m) and pass through **Crumlin** (73.9 m); cross RR. (76.7 m) and pick up trolleys, which follow into Dundas St., passing Fair Grounds (on left—77.9 m).
- 79.5 14.1 **LONDON**, Dundas & Richmond Sts (RR. offices on opposite corners); this is the center of the city and the starting point for all routes out of London, except those to Windsor (Detroit) and St. Thomas. For Windsor or St. Thomas, turn left on Richmond St.
- 79.7 0.2 **LONDON**, Richmond & York Sts.
Tecumseh Hotel, on the corner.
Mitchell's Garage, Dundas St., near Wellington St.
 For diverging routes, see Index map, page 702.

Route 535—London, Ont., to Detroit (Windsor, Ont.)— 141.7 m.

Route map, page 702

Reverse route, No. 537

Main-traveled route via Lambeth, Delaware, Wardsville, Ridgetown, Blenheim, Leamington and Essex. Principally good roads—some clay spots heavy in wet weather; no cities en route, but a number of small towns, where fair accommodations may be had in emergency. Pleasant farming country all the way; care should be used in passing horse-drawn vehicles.

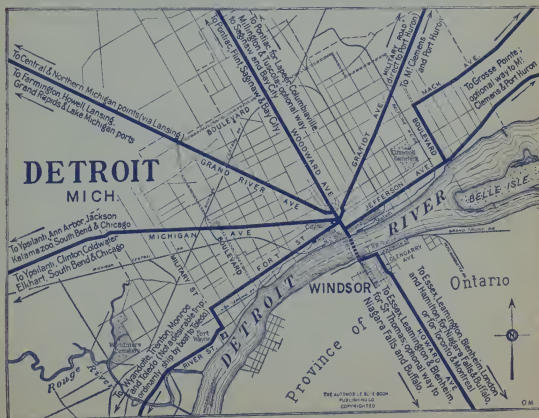
MILEAGES
Total Intermediate (For this and optional exits, see London city map, page 738.)

0.0	0.0	LONDON , Richmond & York Sts., Hotel Tecumseh on the corner.
		Start west on York St., following car-tracks across iron bridge (4-10 m—South Branch Thames River).
0.8	0.8	End of road; turn left on the Wharnclyff Road, passing immediately under Grand Trunk RR. Where trolleys leave to left (1.3 m) run straight ahead, picking up tracks again (from left—2.2 m).
3.4	2.6	Bear right through cross-roads, with trolley.
6.5	3.1	LAMBETH ; leave car-tracks and St. Thomas road to left by keeping straight ahead with telegraph poles.
7.8	1.3	3-corners at yellow brick house; bear right, following the wires all way into
13.1	5.3	DELAWARE ; at 3-corners foot of grade, bear left, crossing 2 bridges, leaving the town.
15.5	2.4	Avoid prominent left-hand road by keeping slightly right with the main line of wires; cross RR. (22.2 m).
22.5	7.0	Cross-roads (Melbourne, or Longwood P. O.); straight through, passing under RR. (28.3 m).
31.8	9.3	STRATHBURN ; direct through, and also direct through 4-corners (34.8 m—Wood Green).
37.9	6.1	WARDSVILLE (from this point to Blenheim, a stretch of 31.4 miles, the road has many right-and-left turns; care is needed to identify and make them correctly). At central 4-corners, Wardsville , turn left; cross iron bridge (38.2 m), and follow same road through two cross-roads. At the 3rd road (40.2 m), turn right.
45.4	7.5	End of road, CLACHAN ; turn left, straight ahead to 2nd right-hand road.
46.6	1.2	Turn right 1 3-10-mile only.
47.9	1.3	Turn left, running straight ahead through 4-corners at red church (48.6 m).
49.7	1.8	Turn right, taking next left (50.3 m) to
50.8	1.1	4-corners; turn right straight ahead through Highgate (53.1 m).
55.3	4.5	Turn left; cross 2 RRs. and take first right-hand road, which becomes Main St., Ridgetown.
59.5	4.2	RIDGETOWN ; straight through to end of road.
62.9	3.4	Jog left and immediately right with the wires.
67.6	4.7	End of road; turn left.
68.1	0.5	4-corners by cemetery; turn right into

Canadian Section

Route 535

- 69.3 1.2 **BLLENHEIM**; direct through on Talbot St. Cross RR. (70.1 m), leaving the town; continue through small vil-
lage and cross trolley (73.5 m).
- 79.8 10.5 **DEALTOWN**; straight through small village—caution for
“S” turns (79.9 m & 81.1 m), running along the shore of
Lake Erie.
- 84.7 4.9 Jog right and immediately left, following the same road.
[It is barely possible that this jog may be slightly left
and then right.—Ed.]
- 91.5 6.8 Caution for sharp left turn.
- 95.6 4.1 Turn right with the best road.
- 96.0 0.4 Turn left with the best road—now direct through Wheat-
ley (100.1 m) into
- 107.9 11.9 **LEAMINGTON**; straight through, crossing RR. (108.3 m).
- 111.5 3.6 Fork just before reaching Ruthven; take the left-hand
road with the wires.
- 111.8 0.3 **RUTHVEN**; turn right through the town, crossing RR. at
Ruthven station (111.9 m).
- 113.3 1.5 Jog left and immediately right, following the best road.
- 113.9 0.6 Blacksmith shop, **Olinda**; turn left. Pick up (118.7 m),
cross and follow trolley through 2 small villages.
- 124.7 10.8 **ESSEX**; straight through, crossing RR. (124.9 m). When
trolley leaves (129.1 m), continue straight ahead over RR.
at **Maidstone cross station** (129.2 m); again cross RR. at
Old Castle station (132.9 m).
- 134.9 10.2 Turn right with telegraph poles, crossing small wood
bridge just after the turn. Bear slightly left through
cross-roads (136.5 m). Cross RR. (137.5 m), immediately



Map showing routes through Detroit, Mich., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 537

Canadian Section

- picking up and following trolley into Howard Ave., Windsor. Cross RR. (138.9 m).
 140.7 5.8 Fork of 5 roads; bear diagonally left into Glengarry Ave.
 141.3 0.6 End of Glengarry Ave.; turn left on Sandwich St., following car-line past Windsor station (on right).
 141.7 0.4 **WINDSOR**, Sandwich St. & Oulette Ave.; turn right to the International ferry. Cross Detroit River (20c up) to Detroit side; pass U. S. Customs (if car has been covered by Broker's bond while in Canada, it is essential to have duplicate endorsed as exported and the duplicate mailed to the party issuing same). From Detroit side of ferry, proceed directly up Woodward Ave. to the center of the city.
 142.0 0.3 **DETROIT**, City Hall on left.
 Hotel Charlevoix, Park Ave. & Elizabeth Sts.
 Standard Auto Co., Woodward & Garfield Aves.
 Washington Automobile Garage, 41 Washington Boulevard.
 Michigan Vulcanizing Co., 239 Jefferson Ave.
 For city map, points of interest, diverging routes and through connections, see Middle West volume, No. 4.

Route 537—Windsor (Detroit) to London, Ont.—141.7 m.

Route map, page 702

Reverse route, No. 535

Main-traveled road via Essex, Leamington, Blenheim, Ridgetown, Wardsville, Delaware and Lambeth. Principally good roads—some clay spots, heavy in wet weather; no cities en route, but a number of small towns where fair accommodations may be had in emergency. Pleasant farming country all the way; care should be used in passing horse-drawn vehicles.

MILEAGES
 Total Intermediate (For this and optional exits, see Detroit city map, page 741.)

- 0.0 0.0 **DETROIT, MICH.** From the business center, go straight down Woodward Ave. to the International ferry. Cross ferry (20c up), and arrange Canadian Customs.
 John M. Duck, 2 Oullette Ave., Windsor, bonds cars and issues Canadian licenses.
 0.0 0.0 **WINDSOR**, set odometer at zero on the Windsor side of the Detroit River. From the ferry go up Oulette Ave. to the first left-hand street; turn left into Sandwich St., following trolleys past Windsor station (on left).
 0.4 0.4 Turn right into Glengarry Ave. (brick).
 1.0 0.6 Point of 5-roads; bear right into Howard Ave., following trolleys out of town. Cross RR. (2.8 m); leaving trolley to left (4.2 m), again cross RR., bearing slightly right through 4-corners (5.2 m) to
 6.8 5.8 Cross-road immediately after crossing small wood bridge; turn left, straight ahead over RR. at Old Castle station (8.8 m) and again at Maidstone Cross station (12.5 m). Pick up trolleys just beyond and follow same across RR. (16.8 m) into
 17.0 10.2 **ESSEX**; direct through. Continue with trolleys through 2 small villages, but when tracks leave (to right—23 m), go straight ahead to
 27.8 10.8 End of road at blacksmith shop, Olinda; turn right.

- 28.4 0.6 Jog left and first right with the main-traveled road, crossing RR. (29.8 m).
- 30.0 1.6 **RUTHVEN**; at Ruthven village stores turn left.
- 32.5 2.5 Fork; take the left-hand road, crossing RR. (33.4 m).
- 33.8 1.3 **LEAMINGTON**; straight through center of town and through small village of **Wheatley** (41.6 m).
- 45.7 11.9 Turn right with the most travel.
- 46.1 0.4 Turn left with the most travel, running along Lake Erie—some clay in this locality.
- 50.1 4.0 **Caution** for dangerous left curve, with sharp right curve (50.2 m).
- 57.0 6.9 End of road; jog right and immediately left. [This may possibly be jog left and immediately right.—Ed.]
- 60.6 3.6 **Caution** for sharp right and left curve; also sharp curve (61.8 m).
- 67.3 6.7 Fork; keep to left on main road, crossing trolley (68.2 m). Cross RR. (71.6 m).
- 72.4 5.1 **BLLENHEIM**; direct through town.
- 73.6 1.2 4-corners at cemetery (on left); leave the direct road (to St. Thomas), by turning left at cemetery corner.
- 74.1 0.5 Do not cross RR., but turn right with telegraph poles on the main road.
- 78.8 4.7 Jog left 100 feet and then right, same road becoming Main St., Ridgetown.
- 82.2 3.4 **RIDGETOWN**; direct through. (The 21.6 miles between this place and Wardsville have many confusing turns; care is necessary to identify and take same correctly.)
- 85.5 3.3 End of road; turn left, over two RRs. (85.9 m).
- 86.4 0.9 Turn first right, straight through **Highgate** (88.6 m).
- 90.9 4.5 4-corners; turn left. (Telegraph poles probably keep straight ahead, but information at this point is not specific.)
- 91.4 0.5 Turn right.
- 92.0 0.6 Turn left, passing through 4-corners at red church (93.1 m).
- 93.8 1.8 Turn right.
- 95.1 1.3 Turn left.
- 96.3 1.2 Hamlet of **CLACHAN**; turn right.
- 101.5 5.2 Turn left—now direct across iron bridge (103.5 m) into
- 103.8 2.3 **WARDSVILLE**; turn square right. Straight ahead through 4-corners at Wood Green (106.9 m).
- 109.9 6.1 **STRATHBURN**; straight through. Pass under RR. (113.6 m) and continue through 4-corners at Melbourne, or Longwood P. O. (119.2 m). Cross RR. (119.5 m) and follow main-traveled road (telegraph poles) across two bridges.
- 128.6 18.7 **DELAWARE**; turn right at 3-corners, upgrade. At 3-corners by yellow brick house (133.9 m), bear left with the wires.

Route 539

Canadian Section

- 135.2 6.6 **LAMBETH**; meet trolleys (which come up from St. Thomas), and follow them, keeping slightly left through 4-corners (138.3 m). Where trolleys leave to right (139.5 m), run straight ahead; picking up tracks again (140.4 m), follow same balance of way into London.
- 140.9 5.7 Pass under RR. and immediately turn right into York St., crossing iron bridge (South Branch Thames River).
- 141.7 0.8 **LONDON**, York & Richmond Sts., **Tecumseh Hotel** on the right-hand corner.

Mitchell's Garage, Dundas St., near Wellington St.

For diverging routes, see Index map, Canadian Section, page 702.



Map showing routes through London, Ont., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 539—London, Ont., to Hamilton, Ont.—79.7 m.

Route map, page 702

Reverse route, No. 533

Main-traveled route out Dundas St. and through Ingersoll, WOODSTOCK, BRANTFORD and Ancaster, entering Hamilton by King St. West. Good roads and excellent farming country practically all the way.

MILEAGES

Total Intermediate

0.0 0.0 **LONDON**, Richmond & York Sts., **Tecumseh Hotel** on the corner. [This route is started here for the convenience of tourists coming through from Windsor, Detroit and the west, or from St. Thomas]. Start north on Richmond St. to

0.2 0.2 **LONDON**, Richmond & Dundas Sts., business center, RR. offices on opposite corners, where routes from Sarnia and Goderich join. Turn square right (east) on Dundas St., following same all the way out of town. Pass Fair Grounds (on right—1.8 m) and cross RR. (3 m); leaving trolleys at this point, continue straight ahead through **Crumlin** (5.8 m). Cross iron bridge (7.4 m) and follow main road into

- 14.3 14.1 **THAMESFORD**, 4-corners farther edge of town (road-house on the corner); turn right with the most travel, crossing small narrow wood bridge (14.6 m). Avoid right-hand road (15.2 m) by keeping straight ahead on main thoroughfare, through two prominent 4-corners and one diagonal cross-road to
- 20.2 5.9 End of road at large church; turn right on Thames St., crossing RR., iron bridge and RR. again.
- 20.6 0.4 **INGERSOLL**, Thames & Charles Sts., Merchants Bank of Canada on the corner; turn left on Charles St., crossing trolley (21.5 m). Continue through **Beachville** (25.1 m), crossing RR. (28.9 m) and RR. switch (29.1 m) into Dundas St.,
- 30.1 9.5 **WOODSTOCK**, small square on right; straight through on Dundas St., crossing RR. (30.6 m).
- 34.2 4.1 Fork; take the right-hand road, passing under RR. (34.7 m). Road is now direct for several miles, passing through numerous cross-roads and 2 or 3 unimportant villages. Cross RR. and trolley (55 m); cross RR. (55.7 m & 56.1 m) and long iron bridge over Grand River (56.3 m) into Colborne St.,
- 56.5 22.3 **BRANTFORD**, Court House on left; straight through, following trolleys out of town. Cross RR. (56.6 m), trolley (58.8 m) and bridge over RR. (59.5 m). Again cross RR. at **Cainsville** station (59.7 m) and trolley (60.2 m); cross narrow old wood bridge (61.7 m) and trolley (68.6 m).
- 69.5 13.0 Fork; keep left with the best road. Cross trolley (72.4 m) and continue direct through **Ancaster** (72.8 m), shortly descending long steady grade, with fine views (over to left). Cross RR. (76 m) and trolley (76.7 m). Ascend grade, crossing bridge over RR. (78.6 m); pass park (on left—78.9 m) and continue along King St. West into

79.7 10.2 **HAMILTON**, King & James Sts., business center.

Waldorf Hotel, King St. East.

Hamilton Garage, 133 King St., W.

Russell Garage, 26 Charles St.

For city map and points of interest, see Hamilton Section, page 752.

For diverging routes, see Index map, Hamilton Section, page 702.

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Section Index Maps SHOW OUTLINES OF ROUTES
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FOR Laying Out an EX-
TENDED TOUR USE **Graphic Trunk-Line Chart**

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Route 541—Hamilton, Ont., to Niagara Falls, Ont.—50.5 m.

Route map, page 702

Reverse route, No. 501

Out King St. East, which becomes one main-traveled line through Grimsby, St. Catharines and St. Davids. Good roads and excellent farming and fruit country all the way.

MILEAGES (For this and optional exits, see Hamilton city map, page 752.)

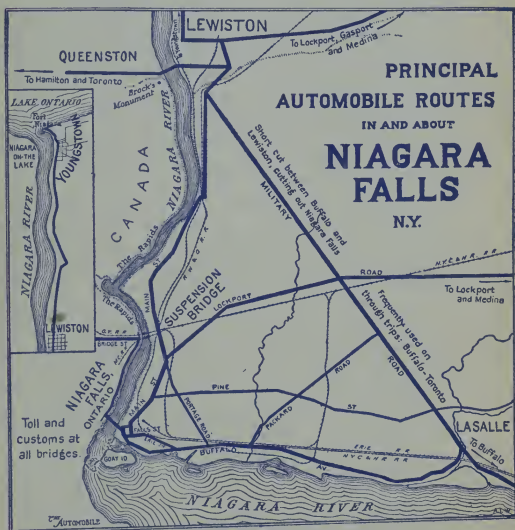
Total Intermediate

- | | | |
|------|------|---|
| 0.0 | 0.0 | HAMILTON , King & James Sts. Start east on King St. E., crossing 2 RRs. (0.4 m & 2.3 m). Pick up (4.8 m) and follow trolleys through Stoney Creek (6.7 m) and Winona (12.3 m); but when tracks leave to left (16.4 m), run straight ahead to prominent left-hand road on western edge of Grimsby. |
| 16.9 | 16.9 | Turn left, cross trolley (17.1 m), and immediately turn right. |
| 17.4 | 0.5 | GRIMSBY ; The Village Inn .
Continue direct through, crossing trolleys (19.1 m & 20.7 m). |
| 22.3 | 4.9 | BEAMSVILLE ; direct through with car-line to end of same at Vineland (26.5 m). |
| 27.4 | 5.1 | Caution for long winding downgrade with narrow iron bridge at bottom (28 m). Immediately ascend corresponding grade, bearing left at top into |
| 28.3 | 0.9 | JORDAN ; turn square right at center of village, straight ahead on main road— caution for descent to stone bridge (30 m). Ascend corresponding grade and pass through prominent 4-corners— caution again for descent to wood bridge (31.4 m), with sharp right and left curves beyond. Cross bridge over RR. (34.5 m), following main road over canal bridge (35.1 m), then upgrade into St. Paul St., |
| 35.4 | 7.1 | ST. CATHERINES ; center of city.
Welland House , Ontario St., near St. Paul St.
Reo Garage , Ontario St., near St. Paul St.
Bear right at head of Park and follow St. Paul St. (trolleys) out of town. |
| 36.0 | 0.6 | Fork; where car-tracks divide, keep to right on main road. Cross bridge over RR. (37 m), and drawbridge over Welland Canal (37.8 m), running straight through Homer (38.7 m). |

Canadian Section

Route 541

- 38.9 2.9 Fork at brick church; take the right-hand road, left leads to Niagara-on-Lake.
- 43.1 4.2 Curve left with the main road to next 4-corners.
- 43.6 0.5 **ST. DAVIDS**, brick hotel on the corner; turn right (leaving road to Queenston straight ahead). Continue under RR. arch (44.7 m).
- 45.0 1.4 End of road; turn left and next right (45.1 m), passing **Stamford P. O.** (on right—45.7 m).
- 46.6 1.6 Point of 5-roads; turn left on the main road, crossing RR. (46.9 m).
- 47.3 0.7 Cross-roads; turn right with the most travel and the wires, crossing trolley (47.6 m).
- 47.8 0.5 In front of gates to Fairview Cemetery, turn left. Cross RR. (48.4 m), and pick up trolley, following same past Grand Trunk station (on left—48.9 m).



Map showing routes through Niagara Falls, N. Y., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Tourists re-entering the U. S. should take special care to have their duplicate Canadian bond properly certified by the U. S. Customs and the same returned promptly to the Custom House broker issuing same.

For Niagara Falls, N. Y., cross steel-arch bridge over the Niagara River (25c toll); turn first right beyond the bridge on the "Riverway" to the Monument, foot of Falls St.

Route 543**Canadian Section**

- 49.0 1.2 1-10-mile beyond Grand Trunk station, leave trolley and turn right into Clifton Ave. Pass under RR. (49.2 m) and bear right at old stone church (49.4 m) into the Gorge Road, following trolley to
- 50.5 1.5 **NIAGARA FALLS, ONT.**, Canadian end of the International Bridge.

Clifton Hotel.

C. S. Warner Co., Customs House Brokers.

The International Hotel, near the Falls.

Hotel Imperial, opposite N. Y. C. station.

Niagara Falls Auto Transit Co., 103 Main St.

Wright & McVittie, 326 Main St., **Stock Michelin Tires.**

For connecting routes on the American side, see **Buffalo Section.**

Route 543—Hamilton to Goderich, Ont.—117 m.

Route map, page 702

Reverse route, No. 544

Main route via Dundas, GALT, New Hamburg, Shakespeare, STRATFORD, Mitchell, Sebringville, SEAFORTH, Brucefield and Bayfield. From Hamilton to Galt is one of the finest stretches of road in Canada; beyond Galt not as good, but still better than the average country road.

MILEAGES		(For this and optional exits, see Hamilton city map, page 752.)
Total	Intermediate	
0.0	0.0	HAMILTON , King & James St. Start west on King St., passing park (on right 8-10 m); cross bridge over RR. (1.1 m), keeping slightly left with main road (1.3 m), down moderate grade. Cross trolley (3 m).
3.6	3.6	Fork; take the right-hand road (leaving London Road on the left)— Caution for sharp curves (3.8 m). Continue on main road, crossing stone bridge (4.5 m) and trolley (4.6 m); at point of 5-roads (4.8 m), bear left into
5.0	1.4	DUNDAS ; straight through, crossing trolley (5.8 m) and stone bridge (5.9 m). Ascend grade, pass under RR. (6.1 m) and keep to left; curve sharp right (6.4 m) to
6.9	1.9	Fork in small village, brick building on left; take the left-hand road. Curve through small village (9.3 m); road is now direct through hamlets of Rockton (14.6 m) and Sheffield (18.9 m).
24.0	17.1	4-corners, stone house on left; turn left with the wires, on main-traveled road.
24.4	0.4	Stone house in fork; keep to the right, and also to right of park (24.8 m). Descend grade, crossing RR. (25 m) into Main St.
25.2	0.8	GALT , Main St., center of town. Cross trolley and iron bridge, keeping to right of small park with cannon (25.3 m). At end of park turn right into W. Main St.; turn next left (25.4 m), crossing RR. (25.5 m).
25.6	0.4	Fork; take the left-hand road. Cross RR. (26.5 m) and continue straight ahead through Roseville (33.9 m) to
35.1	9.5	End of road; turn right with the most travel, passing one left-hand road (35.9 m).

- 36.3 1.2 Turn left, crossing small bridge (37.8 m).
 37.9 1.6 At 4-corners just beyond the bridge, turn right, passing village of **New Dundee** (over to the right).
 41.8 3.9 Prominent 4-corners where the wires divide; turn left. Cross iron bridge (48.1 m) on the edge of New Hamburg.
 48.2 6.4 1-10 mile beyond the bridge, turn right into the main street of
 48.6 0.4 **NEW HAMBURG**; turn left in village, crossing iron bridge (48.7 m).
 49.2 0.6 (Mileage at this point estimated after dark); turn right with the main road, crossing iron bridge a short distance beyond. Pass under RR. (51 m).
 55.3 6.1 **SHAKESPEARE**; direct through, avoiding left-hand road (59.4 m) by keeping straight ahead on main road. Cross RR. (61.9 m), running onto brick pavement—Ontario St.
 62.8 7.5 **STRATFORD**, Ontario St., center of town.

All the way from Stratford to Goderich it is necessary to be extremely careful in passing horse-drawn vehicles. Horses in that district are not yet accustomed to autos and the high road—with deep ditches a large part of the way—Adds to the danger in case of mishaps. Furthermore, the people are none too favorably disposed, as yet, and any injury done would be magnified rather than minimized.

Leave Stratford by bearing right (62.9 m) over stone bridge; at fork (63 m) keep to left on Huron St.—now a direct road to Seaforth. Pass through **Sebringville** (67.4 m), **Mitchell** (75.7 m) and **St. Columban** (83.2 m), same thoroughfare becoming the Huron Road.

- 87.4 24.6 **SEAFORTH**, Huron Road & Main St.

The direct way to Goderich would be straight ahead on the Huron Road through Clinton; but on account of some poor road that way, the longer route through Brucefield and Bayfield is generally used instead, and is given here.

Turn left on Main St.; cross RR. (87.7 m) and iron bridge (88.7 m), turning next right.

- 94.3 6.9 **BRUCEFIELD**; straight through small village—now on the road from London to Goderich—crossing RR. (94.6 m).
 96.0 1.7 Fork; bear right with telegraph poles on best road, crossing iron bridge (97 m).
 98.4 2.4 **VARNA**; direct through.
 103.5 5.1 Meeting road along the shore of Lake Huron, turn right and follow same into
 104.1 0.6 **BAYFIELD**; continue through 2-10-mile only to brick hotel on right-hand corner.
 104.3 0.2 Brick hotel; turn right.
 104.4 0.1 End of road; turn left.
 104.5 0.1 End of road; turn right; immediately beyond turn is very sharp left curve (horse-shoe).
 104.6 0.1 Turn right with best road, crossing iron bridge (104.7 m); ascend grade (104.9 m), straight ahead to edge of Goderich.

Route 544

Canadian Section

- 116.7 12.1 End of road; turn left on the Britannia road, and first right (116.8 m) into Victoria St.
 116.9 0.2 Point of several roads; turn left into Kingston St.
 117.0 0.1 **GODERICH**; turn either right or left around many-sided park, center of town.

Goderich is a very popular summer resort on Lake Huron, with a number of interesting and picturesque drives in the immediate locality.



Map showing routes through Goderich, Ont., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 544—Goderich to Hamilton, Ont.—117 m.

Route map, page 702.

Reverse route, No. 543

Main route via Bayfield, Brucefield, SEAFORTH, Seabringville, Mitchell, STRATFORD, Shakespeare, New Hamburg, GALT, and Dundas. Fair-to-good road Goderich to Galt; from Galt to Hamilton is one of the finest stretches of road in Canada. This is routed from Goderich to Seaforth via Bayfield and Brucefield on account of some poor road on the direct way through Clinton.

All the way from Goderich to Stratford it is necessary to be extremely careful in passing horse-drawn vehicles. Horses in that district are not yet accustomed to autos, and the high road—with deep ditches a large part of the way—adds to the danger in case of mishap. Furthermore, the people are none too favorably disposed, as yet, and any injury done would likely be magnified, rather than minimized.

MILEAGES

Total Intermediate

- 0.0 0.0 **GODERICH**, many-sided park, center of town; go either way around the park, running out Kingston St.
 0.1 0.1 Point of 5 roads; turn right on Victoria St.
 0.2 0.1 Turn left on the Britannia Road, and first right (0.3 m) onto the Bayfield Road, direct out of town for several miles. Descend grade (12.1 m), straight ahead over iron bridge (12.3 m).

Canadian Section

Route 544

- 12.4 12.2 End of road; turn left, followed by very sharp (horse-shoe) curve.
- 12.5 0.1 Turn left and next right (12.6 m).
- 12.7 0.2 Brick hotel on left; turn left into the main street of
- 12.9 0.2 **BAYFIELD**; direct through.
- 13.5 0.6 Fork, farther edge of Bayfield; take left-hand road—leaving the lake.
- 18.6 5.1 **VARNA**; direct through across iron bridge (20.2 m). Cross RR. (22.4 m).
- 22.7 4.1 **BRUCEFIELD**, straight through (road to London turns right).
- 28.3 5.6 End of road near Seaforth; turn left across iron bridge and over RR. (29.3 m), straight through on main street.
- 29.6 1.3 **SEAFORTH**, Main St. & Huron Road, hotel on the corner; turn right. Road is now direct for 38.2 miles, passing through **St. Columban** (33.8 m), **Mitchell** (41.3 m) and **Seabringville** (49.6 m). Cross iron bridge (49.7 m) and stone bridge on the edge of Stratford, bearing slightly left (54.1 m) into
- 54.2 24.6 **STRATFORD**, center of city; continue straight through on Ontario St., crossing RR. (55.1 m).
- 61.7 7.5 **SHAKESPEARE**; direct through, passing under RR. (66 m). Cross iron bridge (67.5 m, estimated in the dark), turning left just beyond; cross iron bridge (68.3 m) into
- 68.4 6.7 **NEW HAMBURG**; turn right into the main street.
- 68.8 0.4 Turn left; cross iron bridge (68.9 m) and continue 6 3-10 miles on the direct road.
- 75.2 6.4 4-corners where telegraph lines cross; turn right, straight ahead 3 9-10 miles on the direct road.
- 79.1 3.9 Leaving village of **New Dundee** a trifle to the left, continue to 4-corners, with house at farther left-hand corner; turn left (79.1 m), crossing iron bridge (79.2 m).
- 80.7 1.6 End of road; turn right, passing one road on left and one on right.
- 81.9 1.2 Turn left with the most travel and with the wires. Continue through **Roseville** (83.1 m); cross RR. (90.5 m) and ascend grade. Again cross RR. (91.5 m), turning right (91.6 m) into West Main St., Galt. Keep to left of small park with cannon, and cross iron bridge.
- 91.8 9.9 **GALT**; direct through on Main St. Cross RR. (92 m) and curve right, uphill.
- 93.0 1.2 Cross-road, stone house on right; turn right with the most travel and with the wires. Pass prominent right-hand road (94.3 m), and continue straight through hamlets of **Sheffield** (98.1 m) and **Rockton** (102.4 m). Curve left through small village (107.7 m)—caution for sharp left curve (110.6 m), downgrade (fine views).

Route 547

Canadian Section

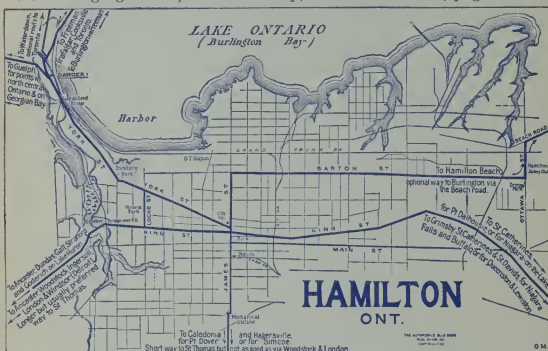
- 110.9 17.9 Turn right under RR. at **Dundas station**, crossing stone bridge (111.1 m) and trolley (111.2 m).
- 112.0 1.1 **DUNDAS**; direct through, keeping to right at point of 5-roads leaving town (112.2 m). Cross trolley (112.4 m) and stone bridge (112.5 m); ascend grade and pass between stone walls—caution for curves (113.2 m). Road from London comes in from the right (113.4 m); continue straight ahead across trolley (114 m), and over RR. bridge (115.9 m), into King St. West, Hamilton. Pass park (on left—116.2 m), following trolley into
- 117.0 5.0 **HAMILTON**, King & James Sts., business center.

The Waldorf, King St. East.

Russell Garage, 26 Charles St.

Hamilton Garage, 133 King St. West.

For diverging routes, see Index map, Canadian Section, page 702.



Map showing routes through Hamilton, Ont., corresponding to directions for entering and leaving the city given in the Blue Book routes.

Route 547—London, Ont., to Goderich, Ont.—66 m.

Route map, page 702

Reverse route, No. 548

Direct out Richmond St. and through Lucan, Clandeboye, Exeter, Brucefield and Bayfield. Excellent gravel road practically all the way, especially from Clandeboye to Goderich. Special care should be used in meeting horse-drawn vehicles.

MILEAGES
Total Intermediate (For this and optional exits, see London city map, page 744.)

- 0.0 0.0 **LONDON**, Richmond & Dundas Sts. Start north on Richmond St., crossing RRs. (0.7 m & 0.8 m); ignore trolley, following Richmond St. direct out for several miles.
- 5.4 5.4 **ST. JOHNS**; straight through small village, crossing concrete bridge (5.5 m).
- 10.7 5.3 **BIRR**; direct through.
- 14.1 3.4 Keep slightly left through cross-road, Elginfield (no town, old hotel on right). Cross RR. (16.9 m).
- 17.0 2.9 **LUCAN**; direct through.

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Canadian Section

Route 548

- 18.5 1.5 Turn left on best road, crossing iron bridge (18.6 m).
- 19.8 1.3 **CLANDEBOYE VILLAGE**; turn right with telegraph poles on good gravel road, without confusing turns for 23.5 miles.
- 22.4 2.6 **MOORESVILLE P. O.**; direct through.
- 24.5 2.1 Bear left with telegraph poles on best road.
- 26.0 1.5 **CENTRALIA**; straight through.
- 26.8 0.8 Sharp right curve with best road, crossing small wood bridge on curve.
- 30.6 3.8 **EXETER**; straight through, crossing iron bridge (31.3 m).
- 36.8 6.2 **HENSALL**; direct through.
- 39.4 2.6 **KIPPEN**; direct through.
- 43.3 3.9 **BRUCEFIELD**, stores on corner; turn left with main road, crossing RR. (43.6 m).
- 45.0 1.7 Fork; bear right with telegraph poles on best road, crossing iron bridge (45.8 m).
- 47.4 2.4 **VARNA**; direct through.
- 52.5 5.1 Meeting road along the shore of Lake Huron, turn right and follow same into
- 53.1 0.6 **BAYFIELD**; continue through 2-10-mile only to brick hotel on right-hand corner.
- 53.3 0.2 Brick hotel; turn right.
- 53.4 0.1 End of road; turn left.
- 53.5 0.1 End of road; turn right—immediately beyond turn is very sharp left curve (horse-shoe).
- 53.6 0.1 Turn right with best road, crossing iron bridge (53.7 m); ascend grade (53.9 m), straight ahead to edge of Goderich.
- 65.7 12.1 End of road; turn left on the Britannia road, and first right (65.8 m) into Victoria St.
- 65.9 0.2 Point of several roads; turn left into Kingston St.
- 66.0 0.1 **GODERICH**; turn either right or left around many-sided park, center of town.

Goderich is a very popular summer resort on Lake Huron, with a number of interesting and picturesque drives in the immediate locality.

Route 548—Goderich to London, Ont.—66 m.

Route map, page 702

Reverse route, No. 547

Via Bayfield, Brucefield, Exeter, Clandeboye and Lucan, entering Richmond St., London. From Goderich to Clandeboye (46 m), this is one of the best gravel roads in Canada. Special care should be used in meeting horse-drawn vehicles.

MILEAGES
Total Intermediate

(For city map, see page 750.)

- 0.0 0.0 **GODERICH**, many-sided park, center of town; go either way around the park, running out Kingston St.
- 0.1 0.1 Point of 5 roads; turn right on Victoria St.
- 0.2 0.1 Turn left on the Britannia Road, and first right (0.3 m) onto the Bayfield Road, direct out of town for several miles. Descend grade (12.1 m), straight ahead over iron bridge (12.3 m).
- 12.4 12.2 End of road; turn left, followed by very sharp right (horseshoe) curve.
- 12.5 0.1 Turn left and next right (12.6 m).

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Canadian Section

- 12.7 0.2 Brick hotel on left; turn left into the main street of
- 12.9 0.2 **BAYFIELD**; direct through.
- 13.5 0.6 Fork, farther edge of Bayfield; take left-hand road—leaving the lake.
- 18.6 5.1 **VARNA**; direct through, across iron bridge (20.2 m). Cross RR. (22.4 m).
- 22.7 4.1 **BRUCEFIELD**, stores on corner; turn square right on road which is without confusing turns for 23.5 m.
- 26.6 3.9 **KIPPEN**; direct through.
- 29.2 2.6 **HENSALL**; direct through.
- 35.4 6.2 **EXETER**; direct through.
- 39.0 3.6 Fork; bear right on best road—**caution** for sharp left curve immediately beyond small wood bridge (39.2 m).
- 40.0 1.0 **CENTRALIA**; straight through.
- 41.5 1.5 Bear right with telegraph poles on main road.
- 43.6 2.1 **MOORESVILLE**; direct through.
- 46.2 2.6 **CLANDEBOYE VILLAGE**; turn left with main-traveled road, crossing iron bridge (47.4 m).
- 47.5 1.3 Turn right with main road.
- 49.0 1.5 **LUCAN**; direct through, crossing RR. leaving town (49.1 m).
- 51.9 2.9 Bear slightly right through 4-corners, Elginfield (no town, old hotel on left).
- 55.3 3.4 **BIRR**; direct through.
- 60.6 5.3 **ST. JOHNS**; direct through.
- 62.9 2.3 House in fork; bear left on best road—this becomes Richmond St., London, and is followed all the way in, regardless of turns made by trolleys. Cross RRs. (65.2 m & 65.3 m).
- 65.5 2.6 Fork by Custom House; keep to right with trolleys.
- 66.0 0.5 **LONDON**, Richmond & Dundas Sts.

Tecumseh Hotel, Richmond & York Sts.

Mitchell's Garage, Dundas St., near Wellington St.

For city map and points of interest, see Canadian Section, page 744.

For diverging routes, see Index map, Canadian Section, page 702.

Route 551—London, Ont., to Port Huron, Mich.—63 m.

Route map, page 702

Reverse route, No. 552

Direct route through Warwick, without confusing turns except in first 6 miles. Mostly well-kept gravel road; good time can usually be made, but care is frequently necessary in passing horse-drawn vehicles.

MILEAGES

- Total Intermediate (For this and optional exits, see London city map, page 744.)
- 0.0 0.0 **LONDON**, Richmond & Dundas Sts., business center. Start west on Dundas St., crossing iron bridge over north branch Thames River (0.4 m).
- 0.6 0.6 End of Dundas St.; turn right on the Wharncliffe Road, following trolleys through West London, straight ahead where trolleys turn right (1.3 m). Pass under RR. (1.4 m).
- 1.5 0.9 Take left fork—the Sarnia Road—with heavy telegraph poles.
- 2.3 0.8 Turn left with telegraph poles on best road.

Canadian Section

Route 552

- 3.5 1.2 Turn right with telegraph poles on best road.
- 4.4 0.9 Turn left with telegraph poles on best road.
- 6.0 1.6 **HYDE PARK** (store on corner); turn right.
- 6.8 0.8 Prominent 4-corners; turn left with telegraph poles, crossing RR. (7.3 m).
- 8.9 2.1 Fork; keep right on best road with the wires. Cross iron bridge (10.2 m), **straight** ahead through hamlet of Lobo (11.2 m).
- 12.7 3.8 **Special care** should be taken at this point to run straight ahead on the main road, as the telegraph poles leave to left. Cross iron bridge (15.8 m), straight ahead through 5-roads (18 m).
- 26.1 13.4 **ADELAIDE**; direct through.
- 37.8 11.7 **WARWICK VILLAGE**.
- 37.9 0.1 Prominent fork farther end of Warwick village; take left-hand road, running straight ahead through 4-corners at church (38.2 m).
- 44.6 6.7 **KERTCH P. O.**, straight through.
- 59.0 14.4 Cross iron bridge and immediately beyond take left-hand road. Cross RR. (60 m), straight ahead into Sarnia.
- 62.4 3.4 Brick Catholic church on right-hand corner; turn left on Christina St., passing Town Hall (on left—62.8 m).
- 62.9 0.5 Christina & Cromwell Sts., brick wholesale grocery office on corner; turn right on Cromwell St. At end of street (one block), jog left and immediately right; descend short grade and cross RR.
A. J. Chester, foot of Cromwell St., Sarnia, bonds cars and issues Canadian licenses.
- 63.0 0.1 **SARNIA, ONT.**, ferry slip; take International ferry (55c up), landing at bridge over Black River, Port Huron, Mich. Straight out from ferry, to first left turn, across iron bridge.
- 63.0 0.0 **PORT HURON, MICH.** Military St. at Black River bridge.

Pass U. S. Customs; if car has been covered by Broker's bond while in Canada, it is essential to have duplicate endorsed as exported, and the duplicate mailed to the party issuing same.

For diverging routes, see Index map, Vol. 4.

Route 552—Port Huron, Mich., to London, Ont.—63 m.

Route map, page 702

Reverse route, No. 551

Direct road through Warwick, without confusing turns until near London. Mostly well-kept gravel road; good time can usually be made, but care is frequently necessary in passing horse-drawn vehicles.

MILEAGES

Total Intermediate

0.0 0.0 **PORT HURON, MICH.**, mileage at "0" from ferry slip at bridge over Black River just off Military St.

Take International ferry (55c up) across the St. Clair River, landing at foot of Cromwell St., Sarnia, Ont. It is necessary to pass Canadian Customs here; A. J. Chester, Customs House Broker, 110 Cromwell St., will bond car and issue Ontario license at usual rates.

Straight ahead from ferry out Cromwell St.; cross RR.

- and ascend short grade. At end of street (one block) jog left and immediately right.
- 0.1 0.1 Cromwell & Christina Sts. (brick wholesale grocery office on farther left-hand corner). Turn left on brick pavement, passing Town Hall (on right—0.2 m).
- 0.6 0.5 Intersection of London Road (yellow brick Catholic church on far right-hand corner); turn right on the London Road—now practically direct to Warwick. Cross RR. (3 m) and iron bridge (4 m).
- 18.4 17.8 **KERTCH P. O.** on left; straight through.
- 23.1 4.7 Bear left with telegraph poles on main road, leaving well-traveled road on the right.
- 25.2 2.1 **WARWICK**; direct through, crossing old wood bridge leaving town.
- 36.9 11.7 **ADELAIDE**; direct through.
- 45.0 8.1 Straight through 5-roads. Cross iron bridge (47.2 m), running straight ahead through diagonal 4-corners (50.3 m, telegraph line comes in). Direct through diagonal cross-road (51.5 m).
- 51.8 6.8 **LOBO**; direct through, crossing RR. (55.7 m).
- 56.2 4.4 Prominent 4-corners; turn right with telegraph poles.
- 57.0 0.8 **HYDE PARK** (stores on corner); turn left with best road.
- 58.6 1.6 Prominent 4-corners; turn right with best road.
- 59.5 0.9 Prominent 4-corners; turn left with best road.
- 60.7 1.2 Prominent 4-corners; turn right with best road. Pass under RR. (61.6 m), and pick up trolleys (61.7 m), following tracks straight ahead through West London.
- 62.4 1.7 Turn left with trolleys into Dundas St., London. Cross iron bridge over north branch Thames River (62.6 m).
- 63.0 0.6 **LONDON**, Richmond & Dundas Sts. **Tecumseh Hotel**, Richmond & York Sts. **Mitchell's Garage**, Dundas St., near Wellington St.

For city map, see page 744.

For diverging routes, see Index map Canadian Section, page 702.

Route 555—London, Ont., to St. Thomas, Ont.—17.8 m.

Route map, page 702

Reverse route, No. 559

Out York St. and the Wharncliffe Road, to and through Lambeth, following trolley most of the way, and entering St. Thomas by Talbot St. Good roads; care should be used in passing horse-drawn vehicles.

MILEAGES

Total Intermediate

- (For this and optional exits, see London city map, page 744.)
- 0.0 0.0 **LONDON**, Richmond & York Sts., **Hotel Tecumseh** on the corner. Start west on York St., following car-tracks across bridge (4-10 m—South Branch, Thames River).
- 0.8 0.8 End of road; turn left on the Wharncliffe Road, passing immediately under the Grand Trunk RR. Where trolleys leave to left (1.3 m), run straight ahead, picking up tracks again (from left—2.2 m).
- 3.4 2.6 Bear right through cross-roads, with trolley.
- 6.5 3.1 **LAMBETH**, church and cemetery on the corner; turn left with trolley (leaving the main road to the west straight ahead). Cross iron bridge (7.5 m) and cross trolley (12.2

Canadian Section

Routes 556 & 559

m & 14.5 m). Cross RR. (15.5 m), wood bridge (16.6 m) and concrete bridge (17 m).

- 17.1 10.6 At cross-road* just before RR. viaduct, turn left up steep hill; picking up trolley (from right—17.5 m), follow same into Talbot St. to center of

- 17.8 0.7 **ST. THOMAS**, Talbot St., center of city.

*For points along the shore of Lake Erie west, without going into St. Thomas turn right under viaduct; this point corresponds to the mileage 7-10 m. on the St. Thomas-Windsor route, page MM.

Route 556—St. Thomas to London, Ont.—17.8 m.

Route map, page 702

Reverse route, No. 555

Out Talbot St., picking up trolley just outside the city and following it practically all way to London, via Lambeth. Good roads; care should be used in meeting horse-drawn vehicles.

MILEAGES

Total Intermediate

- | | | |
|------|------|--|
| 0.0 | 0.0 | ST. THOMAS , Talbot St., center of city. Start west on Talbot St.; leaving trolleys to left (0.3 m), continue straight ahead down steep grade. |
| 0.7 | 0.7 | 4-corners, foot of grade; turn right, crossing concrete bridge (8-10 m), wood bridge (1.2 m) and RR. (2.3 m). Pick up trolley (from right—2.4 m); cross trolley (3.3 m & 5.6 m), and iron bridge (10.3 m). |
| 11.2 | 10.5 | LAMBETH , church and cemetery on the corner; turn right with the trolley—now on the direct route from Windsor (Detroit) to London. Keep slightly left through 4-corners (14.3 m). Where trolleys leave (to right—15.6 m), run straight ahead; picking up tracks again (16.4 m), follow same balance of way into London. |
| 16.9 | 5.7 | Pass under RR. and immediately turn right into York St., crossing iron bridge (South branch Thames River). |
| 17.8 | 0.9 | LONDON , York & Richmond Sts. Tecumseh Hotel on the right-hand corner. |

Mitchell's Garage, Dundas St., near Wellington St.

For city map, see page 744.

For diverging routes, see Index map Canadian Section, page 702.

Route 559—St. Thomas, Ont., to Windsor, Ont. (Detroit)—127.4 m.

Route map, page 702

Reverse route, No. 561

Via Fingal, Iona, Wallacetown, Palmyra, Morpeth and Guild P. O. to Blenheim, where connection is made with the main route from London to Windsor. The first 35 miles sandy and bad—some clay—but beyond that point roads are fine. Care should always be taken in passing horse-drawn vehicles.

Taken all in all this is hardly a desirable route; and (especially in wet weather) it is advisable to run up to Lambeth, on the St. Thomas-London route; turning left

MILEAGES
Total Intermediate

at Lambeth, immediate connection is made with the London-Windsor main line.

- | | | |
|-----|-----|--|
| 0.0 | 0.0 | ST. THOMAS , Talbot St., center of city. Start west on Talbot St.; leaving trolley to left (5-10 m), continue straight ahead down steep grade. |
| 0.7 | 0.7 | 4-corners foot of grade; turn square left, under RR. viaduct; immediately beyond the viaduct, turn right over iron bridge, uphill. Continue through 4-corners at Mid-dlemarch (3.8 m) and cross RR. at station (3.9 m). |

Route 561

Canadian Section

- 7.7 7.0 **FINGAL**, small village; straight through.
- 11.6 3.9 Irregular 4-corners (left leads to Port Talbot); turn right on poor clay road, up and downgrade. Cross iron bridge at foot of grade (13 m).
- 13.8 2.2 **IONA**, brick country store on the corner; turn left.
- 19.4 5.6 **WALLACETOWN**; straight through. Road—mostly poor—is now absolutely direct through 2 or 3 small villages, with occasional small bridges.
- 36.4 17.0 **CLEARVILLE**, small village (P. O. on left); from this point on roads are mainly excellent gravel.
- 39.6 3.2 **PALMYRA**; straight through.
- 44.5 4.9 **MORPETH**; direct through. Pass through prominent 4-roads (47.4 m).
- 49.6 5.1 **GUILD P. O.**, country store on the corner, with "P. O." sign; turn right. Pass 2 poor left-hand roads.
- 51.6 2.0 Prominent cross-road with telegraph poles; turn left. Pass through prominent 4-corners at cemetery (53.8 m—where main road from London comes in from the right).
- 55.0 3.4 **BLENHEIM**, center of village.

This route is now identical with the London-Windsor Route No. 535 balance of way to Detroit River; by setting odometer ahead to 69.3 miles, full running directions and complete mileages will be had on pages 741-2 for balance of the trip. Total distance, St. Thomas to Windsor ferry, 127.4 m.

Route 561—Windsor (Detroit) to St. Thomas, Ont.—127.4 m.

Route map, page 702

Reverse route, No. 559

Main road through Essex and Leamington to Blenheim, where the Windsor-London route is left for a more southerly line to St. Thomas. Roads good, except the last 35 miles into St. Thomas; this stretch is sufficiently bad—especially in wet weather—to make it a somewhat undesirable route. For this reason many prefer to follow the Windsor-London route to Lambeth, thence south to St. Thomas. Care should always be taken in passing horse-drawn vehicles.

MILEAGES (For this and optional exits, see Detroit city map, page 741.)
Total Intermediate

- 0.0 0.0 **DETROIT, MICH.** From the business center go straight down Woodward Ave. to the International ferry; cross ferry (20c up) and arrange Canadian Customs.

Windsor, bonds cars and issues John M. Duck, 2 Oullette Ave., Canadian licenses.

- 0.0 0.0 **WINDSOR**, set odometer at zero on the Windsor side of the Detroit River.

For the first 72.4 miles (Windsor to Blenheim), this route is identical with the Windsor-London route No. 537, which see for full running directions and complete mileages through Essex (17 m) and Leamington (33.8 m) to

- 72.4 72.4 **BLENHEIM**; if odometer varies any from the Blue Book mileage at this point, adjust it to 72.4 m for correct readings beyond.

- 73.6 1.2 Continue straight ahead through 4-corners (cemetery on left); main road to London turns left at this point.

Canadian Section

Route 561

- 75.8 2.2 Prominent 4-corners; turn right, leaving the main line of wires.
- 77.8 2.0 4-corners at **Guild P. O.** (country store with sign, "P. O.," on right); turn left. Road is now absolutely direct for 35.8 miles, with occasional small towns en route.
- 82.9 5.1 **MORPETH**; straight through.
- 87.8 4.9 **PALMYRA**; direct through.
- 91.0 3.2 **CLEARVILLE** (P. O. on right); roads poor east of this point, 1909—clay hills, bad in wet weather.
- 108.0 17.0 **WALLACETOWN**; straight through.
- 113.6 5.6 End of road, **IONA** (brick country store on left); turn right—more clay hills, slippery in wet weather. Descend steep grade with bridge at foot (114.4 m), and ascend corresponding grade.
- 115.8 2.2 Irregular 4-corners; turn left.
- 119.7 3.9 **FINGAL**; straight through small village. Cross RR. at **Middlemarch** station (123.5 m).
- 126.6 6.9 Descend steep grade, with iron bridge at foot; immediately beyond turn left under RR. viaduct, taking care not to run through 4-corners on other side of viaduct (unless going to Lambeth and London, without entering St. Thomas; in that case go straight through these 4-corners).
- 126.7 0.1 Turn square right up steep grade; at top of grade (126.9 m), pick up and follow trolley into Talbot St.,
- 127.4 0.7 **ST. THOMAS**, center of city.

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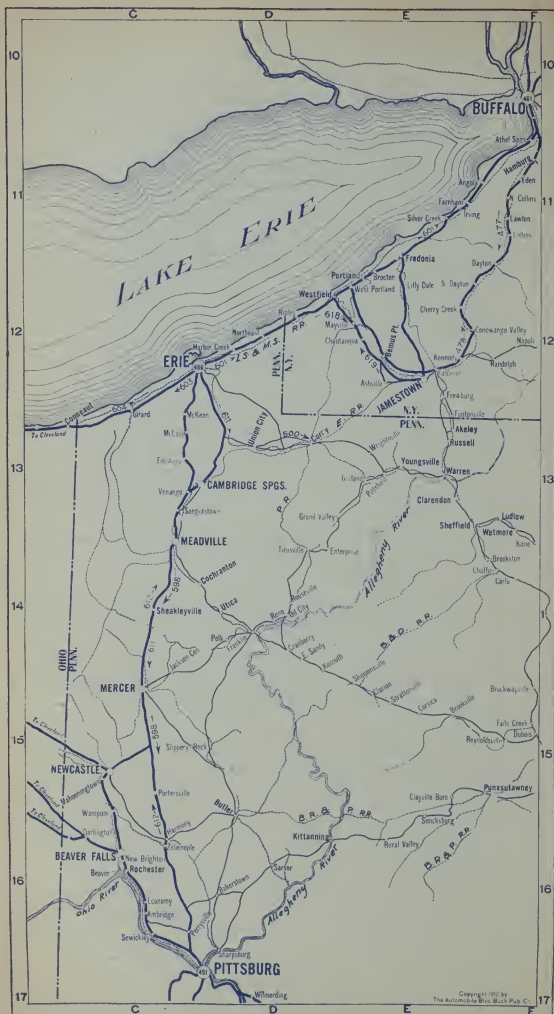
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ERIE, PENNA., GRAPHIC INDEX MAP



Map showing routes through Erie, Penna., corresponding to directions for entering and leaving the city given in the Blue Book routes.

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ERIE, PENNA., SECTION

ROUTES 601-619.

Route 601—Erie, Pa., to Buffalo, N. Y.—93.1 m.

Route map opposite

Reverse route, No. 471

Via Northeast, Pa., WESTFIELD, FREDONIA and Silver Creek, N. Y.—within a few miles of Lake Erie practically all the way. Mostly good gravel, with some clay (bad only after heavy rains) on the second half; a fine trip in settled weather.

MILEAGES (For this and optional exits, see Erie city map, page 761.)

Total Intermediate

0.0 0.0 **ERIE, State St. at park, business center.**

Start nearly south on State St., passing under L. S. & M. S. RR. (0.5 m).

0.7 0.7 **State & 18th Sts.** (route from Cleveland and intermediate points comes in from the west); turn left with one line of trolley into 18th St.

1.9 1.2 Turn right (**caution**), following trolleys under RR.; curve left (2.1 m) over RR. viaduct, straight ahead on the "Buffalo Road."

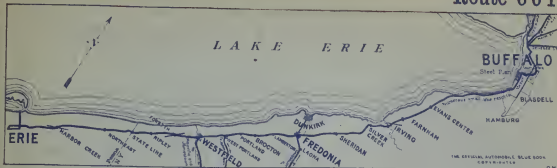
7.1 5.2 **Slow down** (after passing power house, on left), for abrupt left turn over 2 RRs., and immediately right.

8.1 1.0 **Harbor Creek**; direct through, following trolleys into Main St.,

15.3 7.2 **NORTHEAST, Pa., park on left.**

Straight through on main road, shortly leaving trolley to left.

18.7 3.4 Begin steep descent ("State Line Hill"), turning left (18.8 m) across iron bridge (18.9 m). Ascend corresponding grade and pick up trolley, following same on fine gravel road across **State Line** (19.9 m).



Map of the Erie-Buffalo route, following the south shore of Lake Erie, practically all the way.

- 22.7 4.0 **RIPLEY, N. Y.**; direct through.
- 26.4 3.7 **Caution** for square right turn over 2 RRs. at Forsythe Crossing—then direct with trolleys across long highway viaduct into
- 30.7 4.3 **WESTFIELD**, park on right, business center.
Portage Inn, North Portage St., near Main St.
 For connection to Mayville and Jamestown, via the west side of Chautauqua Lake, see route 619.
- 34.2 3.5 Avoid prominent right-hand road by keeping to left with trolley past sub-station (on left).
- 37.6 3.4 **PORTLAND**; direct through, crossing bridge over RR. (38.1 m).
- 39.0 1.4 **BROCTON**; direct through on main road, with the trolley. Cross bridge over creek at **Lamberton** (41.9 m), then straight ahead on main road, descending grade across iron bridge (45.6 m) into Main St.,
- 45.8 6.8 **FREDONIA**, parks on left.
Columbia Hotel, on left.
Fredonia Garage, 9 Day St., near Main St.
A. E. Spencer & Bro., Auto Supplies, 31 E. Main St.
 Direct through on Main St., crossing RR. (46.4 m); again cross RR. at Sheridan station (on right—51.8 m); straight through Sheridan village. Continue on main road, curving left (56.0 m)—down and upgrade—shortly descending grade across concrete bridge (57.2 m) into Main St.,
- 57.7 11.9 **SILVER CREEK**, park on left.
 Leave trolley by turning right (drug store on the corner); cross bridge and ascend steep grade ("Oak Hill").
- 58.0 0.3 At top of hill turn left, direct on main-traveled road, taking left fork (60.5 m) to the edge of Irving.
- 61.0 3.0 Pass church (on left), turning next left—and right with road at flagpole just beyond.

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- 61.1 0.1 **IRVING**; turn left across iron bridge (Cattaraugus Creek), curving left across Penna. and Nickel Plate RRs. (station on right). Just beyond go under L. S. & M. S. RR., turning immediately right with main travel. Pass right-hand road (63.3 m, which leads to Farnham), straight ahead through the Cattaraugus Indian Reservation, crossing iron bridge (68.6 m).
- 68.7 7.6 **EVANS**; direct through, with telegraph poles, **slowing down** for right turn (72.0 m) across small iron bridge.
- 73.9 5.2 Keep slightly left, down winding grade; cross iron bridge (18 Mile Creek—74.1 m) and ascend short, steep grade. following direct road, which shortly comes along the lake.
- 77.2 3.3 Descend long grade, curving right at foot; turn left and again left immediately beyond—**caution** for sharp right turn up short grade and for right-and-left curves past Children's Fresh Air Mission (on left—80.9 m). Pick up trolley (from right—81.3 m), and follow same direct to
- 85.3 8.1 **Steel plant** on left; turn right from the Lake Road into the Ridge Road, crossing long viaduct over RR. (86.1 m).
- 86.1 0.8 Turn **first left** beyond the viaduct into South Park; keep gradually to right on main-traveled driveway, passing conservatory (on left at park exit).
- 86.7 0.6 Straight ahead out of park across trolley line into South Side Parkway; cross bridge over RR. (86.8 m) and follow boulevard to its end at Abbotts Road.
- 89.1 2.4 Turn left on Abbotts Road.
- 89.5 0.4 (Bailey Ave., passed on right at this mileage, is a good short-cut to Batavia and points east, without going into Buffalo—a saving of about 3 miles and relatively more time, see Buffalo city map.)
For Buffalo, continue on Abbotts Road, under RR. (89.8 m), across iron bridge (90.4 m) over RR. bridge (90.6 m).
- 90.9 1.4 Fork; take the right-hand street, crossing RR. viaduct (91.1 m) into Elk St.
- 91.3 0.4 Turn **first right beyond the viaduct** into Red Jacket St.
- 91.5 0.2 Pass under RR. and at end of Red Jacket St. immediately beyond, turn left into Scott St.
- 91.6 0.1 Turn next right into Hamburg St., crossing viaduct RR.
- 91.9 0.3 End of Hamburg St.; turn left on Swan St.
- 92.9 1.0 **Swan & Main Sts.**; turn right on Main St.,

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93.1 0.2 **BUFFALO**, Main & Court Sts. (Lafayette Park and Monument on right).

Hotel Statler, Washington & Swan Sts.

Lafayette Hotel, Lafayette Sq.

Iroquois Hotel, Main & Eagle Sts.

Hotel Touraine, Delaware Ave. & Johnson Park.

The Genesee, Main & Genesee Sts.

Centaur Motor Co., 59 Franklin St.

Buffalo Motor Sales Co., 437 Pearl St., Stock Michelin Tires.

Poppenburg Auto Co., 672-674 Main St., Stock Michelin Tires.

Route 603—Erie, Pa., to Cleveland, Ohio.—102.0 m.

Route map, page 766

Reverse route, No. 604

Out State and 18th Sts., into the main road, through Girard and Springfield, Pa., CONNEAUT, ASHTABULA, Geneva, Madison, PAINESVILLE, Willoughby and East Cleveland, Ohio. A first-class run, over which good time can usually be made; roads mostly gravel and good dirt, with some macadam.

MILEAGES (For this and optional exits, see Erie city map, page 761.)
Total Intermediate

0.0 0.0 **ERIE**, State St. at park, business center.

(Trips from Buffalo and intermediate points may connect into this route at 18th & State Sts.—0.7 m in the next paragraph—without going to the business center; see Erie city map.)

Start nearly south on State St., passing under L. S. & M. S. RR. (0.5 m).

0.7 0.7 **State & 18th Sts.** (Route from Buffalo and intermediate points comes in from the east); turn right with one line of trolley into 18th St.

1.7 1.0 Leave trolley by turning left on Liberty St., past fire station (on right—after the turn)—dangerous RR. crossing one block beyond.

1.8 0.1 Turn diagonally right into Browns Ave., straight ahead.

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See
Page 12



Route 603

Erie, Penna., Section

- 2.5 0.7 End of Browns Ave.; turn right—now with trolley. Descend grade (9.4 m), crossing iron bridge (Walnut Creek—9.7 m); at once ascend steep, winding grade, curving right at 3-corners (10.1 m).
- 10.3 7.8 Fork; keep to left on main road.
- 12.5 2.2 **Fairview**; straight through small village, picking up trolleys (from left—12.6 m).
- 16.3 3.8 **GIRARD**; keep to right of Soldiers' Monument and continue straight through the business center, crossing RR. (16.5 m), and leaving trolleys to right.
- 16.6 0.3 Descend steep grade (**caution**); cross iron bridge (Elk Creek, 17.0 m), and turn left immediately beyond, up long grade with right and left curves. Pick up (18.5 m) and follow car-tracks across RR. (19.9 m); when trolleys leave (to right—20.6 m), descend grade, crossing iron bridge (20.7 m). Immediately ascend grade, rejoining trolley.
- 21.8 5.2 **EAST SPRINGFIELD**; direct through.
- 25.6 3.8 **WEST SPRINGFIELD, Pa.**; direct through—caution for sharp left curve of macadam (26.6 m).
- 29.8 4.2 Avoid left-hand road (which goes under viaduct), by following main road over long viaduct (Conneaut Creek) into Main St.,
- 30.2 0.4 **CONNEAUT, Ohio, Hotel Cleveland**.
Straight through the business center, with the trolley, avoiding right-hand road (32.5 m).
- 33.7 3.5 **AMBOY**; leave trolley by turning left at pump and stone watering trough.
- 34.3 0.6 End of road; turn right.
- 38.2 3.9 **KINGSVILLE**, brick church on left; turn left, running along park (on left) to further corner of same.
- 38.3 0.1 Turn right, straight ahead on main road, passing prominent left-hand road (39.5 m).
- 43.7 5.4 Prominent 4-corners; turn right (**caution** for dangerous RR. crossing).
- 44.0 0.3 Turn left across long viaduct (Ashtabula River), into Spring St.



Map of main-traveled route between Erie, Penna., and Cleveland, O.

44.7 0.7 **ASHTABULA**, Main & Spring Sts.

High-Level Auto Co., 1 Spring St.

The Auto Shop, Park St., near Center St.

Turn left into Main St. and next right (44.8 m) with trolleys into Center St., crossing RR. (45.2 m).

45.4 0.7 End of Center St.; turn left with trolleys on Prospect St., which follow straight out of town. Leave trolleys (to left—46.4 m), and avoid all right-hand and left-hand roads.

50.3 4.9 **Saybrook**; straight through small village, picking up trolley (from left—53.9 m).54.5 4.2 **GENEVA**, Soldiers' Monument on left; straight through, crossing RR. (55.6 m).

57.5 3.0 Large square farmhouse on right; leave the direct road by turning square left—sign, "Cleveland via Unionville"—at the turn. Cross RRs. (58.4 m & 58.5 m).

58.8 1.3 **UNIONVILLE**, central 4-corners; turn right, picking up and crossing trolley (60.0 m).61.3 2.5 **MADISON**; straight through, past park and monument (on left). Cross and leave trolley (to right—62.7 m), passing several roads on right and left.

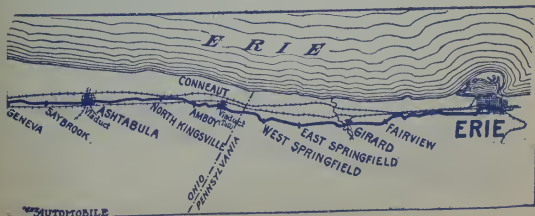
69.2 7.9 Fork; take the right-hand road, crossing RR. (69.8 m). Cross iron bridge (72.0 m) and ascend grade, direct into Main St.,

72.3 3.1 **PAINESVILLE**, Main St., business center.

Parmly Hotel, Main St. at the park.

New Cowles Hotel, Main St. (on right, one block east of park).

Take either right-hand road or left-hand road around the park, then straight ahead into Mentor Ave., crossing RR. (74.1 m).

78.2 5.9 **MENTOR**; direct through, also through **West Mentor**. Pass under trolley trestle (82.7 m), descending grade; cross iron bridge (Chagrin River), and ascend corresponding grade.83.0 4.8 **WILLOUGHBY**; meet trolley line and turn square left. keeping to right with trolleys at fork (83.1 m).87.8 4.8 **Wickliffe**; direct through suburban village.

following the south shore of Lake Erie practically all the way.

Route 604

Erie, Penna., Section

- 91.6 3.8 **Euclid**; direct through suburban village, crossing RRs. (92.6 m & 96.8 m).
- 97.7 6.1 **University Circle**; bear right—less than half-way around the "Circle" into Euclid Ave. Cross Penna. RR. (99.8 m) and follow Euclid Ave. all way to
- 102.0 4.3 **CLEVELAND, Public Square**, Euclid Ave. side.
Hotel Hollenden, Superior Ave., near Public Square.
Hotel Euclid, Euclid Ave. & E. 14th St.
Colonial Hotel, Prospect Ave. & Colonial Arcade.
The Auto Shop, 731 Vincent Ave.
Crescent Garage, Euclid Ave. & E. 14th St.
 For city map and points of interest, see Cleveland Section, Vol. 4.
 For diverging routes, see Index map Cleveland Section, Vol. 4.

Route 604—Cleveland, Ohio, to Erie, Pa.—102.0 m.

Route map, page 766

Reverse route, No. 603

Out Euclid Ave., through East Cleveland, Willoughby, PAINESVILLE, Madison, Geneva, ASHTABULA and CONNEAUT, Ohio, Springfield and Girard, Pa. A first-class run, on which good time can usually be made; roads mostly gravel and good dirt, with some macadam.

MILEAGES
Total Intermediate

- 0.0 0.0 **CLEVELAND**, Euclid Ave. side, Public Square.
 Start nearly east on Euclid Ave.—straight out, crossing Penna. RR. (2.2 m).
- 4.3 4.3 **University Circle**; bear right—about $\frac{3}{4}$ -way around the "Circle"—then straight ahead again on Euclid Ave. through **East Cleveland**, crossing RRs. (5.2 m & 9.4 m). Continue with trolleys through residence suburbs (**Euclid**—10.4 m) and **Wickliffe** (14.2 m), running along park and monument (on right).
- 19.0 14.7 **WILLOUGHBY** (Cleveland Trust Co. branch on the corner).
 Leave trolleys by turning right—sign, "Painesville"—downgrade across iron bridge (Chagrin River—19.3 m). Ascend grade, pass under trolley trestle and follow tracks through **West Mentor**.
- 23.8 4.8 **MENTOR**; straight ahead, crossing RR. (27.9 m) into Mentor Ave., Painesville.
- 29.4 5.6 Fork; keep to right on Mentor Ave., with trolley.
- 29.5 0.1 End of street; turn right around the park, at end of which bear left and next right into Main St.,

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- 29.7 0.2 **PAINESVILLE**, Main St., east side of park.
Parmly Hotel, Main St., opposite the park.
New Cowles Hotel, one block east of park.
 Straight ahead on Main St. (leaving trolleys to left—29.9 m); at once descend grade across iron bridge (Grand River—30.0 m). Pass right-hand road (30.7 m) and cross RR. (32.2 m); bear left with the main road (32.8 m), straight ahead, picking up and crossing trolley (39.3 m).
- 40.7 11.0 **MADISON**; straight through, past park and monument (on right). Cross and leave trolley (to left—42.0 m).
- 43.2 2.5 **UNIONVILLE**, central 4-corners (old tavern on left); turn square left, crossing RRs. (43.5 m & 43.6 m).
- 44.5 1.3 Turn right (large square farmhouse on corner at the turn). Cross RR. (46.4 m) and immediately pick up trolley, straight ahead with same into the main street of
- 47.5 3.0 **GENEVA**, Soldiers' Monument on right. Direct through, keeping straight ahead when trolleys leave (to right—48.1 m).
- 51.7 4.2 **Saybrook**; straight through small village, same thorofare becoming Prospect St., Ashtabula.
- 56.6 4.9 Turn right with trolleys on Center St., over RR. (56.8 m); cross Park St. (57.1 m—**The Auto Shop**, 85½ Park St.), straight ahead to end of Center St.,
- 57.2 0.6 **ASHTABULA**, Main St., business center.
High-Level Auto Co., Spring St.
 Turn left on Main St. and first right on Spring St., straight ahead across long high viaduct (Ashtabula River—57.5 m); leaving viaduct keep straight ahead to
- 58.0 0.8 End of road; leave trolley by turning right, across RR. (caution—58.1 m) to
- 58.3 0.3 Prominent 4-corners; turn left on good road, with a few sandy spots, direct to (but not past) the park at
- 63.7 5.4 **KINGSVILLE**; turn left at first corner of park (sign, "Conneaut"), passing first right-hand road beyond the park.
- 63.8 0.1 Turn next right (this is the 2nd right beyond the park).
- 67.7 3.9 Turn left—sign, "Conneaut."
- 68.3 0.6 **Amboy** (meeting trolley); turn right and follow main-traveled road.
- 71.1 2.8 Fork; keep to right with car-tracks.
- 71.8 0.7 **CONNEAUT**, Ohio, Main St., center of city.
Hotel Cleveland.
 Straight through, crossing long viaduct (Conneaut Creek—72.0 m); from end of viaduct (72.2 m), curve right with trolley.
- 75.4 3.6 **Slow down** for sharp right with the macadam.
- 76.4 1.0 **WEST SPRINGFIELD**, Pa.; straight through on main road.
- 80.2 3.8 **EAST SPRINGFIELD**; direct through, crossing and leaving trolley (to left—80.9 m).

Route 604**Erie, Penna., Section**

- 81.1 0.9 Descend grade; cross iron bridge (81.3 m) and ascend grade, rejoining trolley (81.4 m). Cross RR. (82.1 m) and trolley (82.7 m); when car-tracks leave (to left—83.5 m), continue ahead on main road, carefully descending grade (84.8 m) with left curve near foot.
- 85.0 3.9 Turn right across iron bridge (Elk Creek), and immediately ascend sharp grade, rejoining trolley; cross RR. (85.5 m), keeping to right of Soldiers' Monument.
- 85.7 0.7 **GIRARD, Pa.**; straight through with the car-line, keeping the direct line when trolleys leave (to right—89.4 m).
- 89.5 3.8 **Fairview**; straight through small village.
- 91.7 2.2 Curve right with main road, turning left at 3-corners (91.9 m) down bad grade. Cross iron bridge (Walnut Creek—92.3 m) and ascend moderate grade, crossing and leaving trolley (to left—93.2 m); then straight ahead through 4-corners (wood church on right—94.8 m).
- 99.5 7.8 (Greenhouses and hotel at the turn); **leave the road straight ahead** (which becomes 26th St., Erie), by turning diagonally left on Browns Ave.
- 100.2 0.7 Turn left into Liberty St.—dangerous RR. crossing one block beyond.
- 100.3 0.1 Meeting trolley, turn right on 18th St., following tracks to
- 101.3 1.0 **18th & State Sts.**

(On through trips to Buffalo or intermediate points, keep straight ahead on 18th St.; see city map and pick up the Erie-Buffalo schedule at 0.7 m, route 601.

For center of Erie, turn left on State St., straight ahead under L. S. & M. S. RR. (101.5 m) to

- 102.0 0.7 **ERIE, State St. at park**, business center.

Reed House, opposite the park.

Irwin's Garage, 513-515 French St.

Star Electric & Garage Co., 609 French St.

For city map and points of interest, see Erie Section, page 761.

For diverging routes, see Index map Erie Section, page 760.

For through connections, see Trunk-line Index map, page 1.

Section Index Maps

SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.

Graphic Trunk-Line Chart

FOR Laying Out an EXTENDED TOUR USE

HAVOLINE
OIL
FOR AUTOMOBILE LUBRICATION

See
Page 12



Route 611—Erie to Pittsburgh, Pa.—133.4 m.

Route map, page 774

Reverse route No. 612

Out State St., through Waterford, CAMBRIDGE SPRINGS, Venango, Seagertown, MEADVILLE, MERCER, Harmony, Zelienople and Perrysville, entering Pittsburgh by Perrysville Ave. and Federal St. Very hilly trip, with many sharp turns; roads variable—mostly dirt, with considerable clay and some macadam. In settled weather the going averages good for hilly country, but if the trip is made in wet weather (which is not advised) car should be equipped with chains.

As the map, page 774, shows, there is a somewhat shorter way from Erie to Venango through Edinboro; but most tourist travel takes the line through Cambridge Springs given herewith. This route was covered by the Blue Book car in the summer of 1908; since that time some changes have taken place in the roads so that the directions and distances may not be specific at all points.

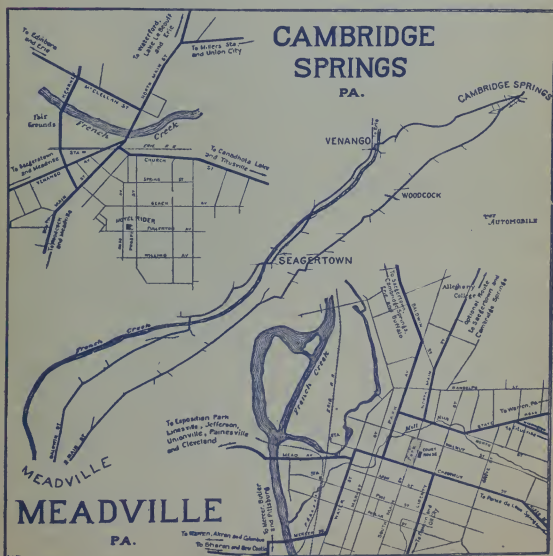
MILEAGES
Total Intermediate

(For this and optional exits, see Erie city map, page 761.)

0.0 0.0 **ERIE**, State St. at park, business center.

Through trips from Buffalo and intermediate points may connect into this route at 18th and State Sts.—8-10 m in the next paragraph—without going to the business center; see Erie city map.)

Start nearly south on State St., passing under L. S. & M. S. RR. (0.5 m); cross 18th St. (0.8 m, where route from Buffalo and intermediate points comes in from the east), and continue under Nickle Plate RR. (0.9 m). Straight



Local diagrams of Cambridge Springs and Meadville, Penna., with sketch of the roads connecting them.

Route 611

Erie, Penna., Section

- ahead through 4-corners at iron watering trough (1.9 m) curving left (2.8 m) to
- 3.0 3.0 Fork; keep to right on main road, straight ahead through point of 5-roads (4.4 m).
- 5.0 2.0 Avoid right-hand road by keeping slightly left—direct but winding road for several miles.
- 14.7 9.7 Fork; take the left-hand road into
- 15.2 0.5 **WATERFORD**; straight through on main road, crossing iron bridge (15.4 m).
- 15.6 0.4 Fork; take the right-hand road, passing lake (on right—(16.0 m).
- 20.1 4.5 Fork; keep right on main road, which becomes N. Main St., Cambridge Springs. Cross iron bridge (French Creek—25.7 m) and take right fork immediately beyond, crossing RR. into Venango Ave.
- 26.0 5.9 **CAMBRIDGE SPRINGS**, RR. station on right.
Hotel Bartlett, 257 Main St.
Hotel Russide, Fountain Ave.
Engstrom's Fireproof Garage, near all hotels.
 Straight ahead on Venango Ave., crossing and leaving trolley (to right—28.0 m).
- 28.3 2.3 Turn right, crossing RR. (28.5 m), and picking up trolley, follow tracks across iron bridge (French Creek—29.2 m), curving right (29.5 m) into
- 29.9 1.6 **VENANGO**, central 4-corners; turn left with the trolley, crossing tracks (30.3 m & 31.2 m).
- 32.2 2.3 Take left fork, crossing iron bridge (French Creek), and trolley (32.4 m).
- 32.5 0.3 Turn left across RR. and immediately right, again crossing RR. and trolley (33.3 m) into Main St.,
- 34.2 1.7 **SEAGERTOWN**; straight through center of village.
- 34.6 0.4 Turn right—again cross the creek—up winding grade (35.3 m).
- 35.4 0.8 Turn left, through covered bridge (36.3 m) and over RR. (36.7 m), into Baldwin St., Meadville—brick pavement.
- 40.0 4.6 Turn diagonally right from Baldwin St. into Park Ave.
- 40.6 0.6 Meet trolley: turn right on Chestnut St.
- 40.7 0.1 **MEADVILLE**, Chestnut & Water Sts.
 Turn left on Water St.
- 41.1 0.4 Leave trolley by turning right on Mercer St., crossing 2 RRs. (41.2 m) and iron bridge (41.3 m).
- 41.3 0.2 Turn left into Pennsylvania Ave.—again with the trolley.
- 41.9 0.6 Avoid right-hand (macadam) road by keeping nearly direct south; cross iron bridge (42.5 m), and ascend long steep grade.
- 43.7 1.8 Pass right-hand road and descend grade, crossing 2 RRs. (44.6 m). Descend another grade, running through diagonal cross-road (48.1 m) and over iron bridge (48.5 m).
- 49.0 5.3 **Custards**; straight through small village, beginning

the ascent of long steep grade, then direct through prominent 4-corners (53.0 m).

- 55.8 6.8 **Sheakleyville**; direct through.
- 58.0 2.2 3-corners; take the left-hand road, across RR. (58.1 m). Pass sign "**Mercer**, 5½ m" (on left—65.3 m), and continue over iron bridge and RR. (65.7 m).
- 70.5 12.5 Fork; keep to right on main road, straight ahead into
- 71.0 0.5 **MERCER**; park on left.
- Direct through on main road, crossing RR. (75.7 m), bridge (76.0 m) and RR. (76.7 m).
- 77.7 6.7 **Leesburg**; straight through.
- 85.6 7.9 **Harlansburg**; direct through crossing, iron bridge (86.7 m—sharp curves (87.0 m). Continue through prominent 4-corners (88.4 m), crossing iron bridge (88.8 m), and RR. (88.9 m). Ascend grade and follow main road through cross-road (92.9 m) into
- 93.2 7.6 **PORTERSVILLE**; straight through.
- 96.1 2.9 Fork with auto club sign; take the left-hand road.
- 99.0 2.9 **Middle Lancaster**; direct through. Cross iron bridge (102.4 m), and bear right into
- 102.6 3.6 **HARMONY**; turn left at central 4-corners, passing under RR. (102.7 m).
- 102.9 0.3 Fork; bear right.
- 10.4 1.2 Turn left with most travel.
- 104.3 0.2 **ZELIENOPLE**; straight through the town—caution for sharp curves and steep grades balance of way.
- 110.9 6.6 **Ogle**, direct through, passing **Thorn Hill P. O.** (on right—113.9 m). Cross small iron bridge at **Brush Creek** (114.7 m), bearing right (116.8 m) on Plank Road—winding and frequent dangerous curves.
- 117.5 6.6 **WEXFORD**; straight through—several more sharp curves.
- 123.9 6.4 Turn right with the Plank Road at hotel—sharp left turn
- 124.3 0.4 **PERRYSVILLE**; direct through, crossing trolley at **West View** (125.8 m)—very sharp "horseshoe" curve (126.2 m).
- 127.7 3.4 Meeting trolley at irregular 4-corners, turn right, crossing and leaving trolley (128.0 m). Picking up tracks (from right—128.5 m), follow them on **Perrysville Ave.**—several sharp curves—running into **Federal St** (131.8 m). Follow **Federal St.** trolleys under RR. (132.6 m, depot on right), and across long iron bridge (**Allegheny River**—5c toll), into 6th Ave., Pittsburgh.
- 133.1 5.4 Jog left on **Liberty Ave.** and next right on **Market St.**
- 133.2 0.1 Turn left on 5th Ave.
- 133.4 0.2 **PITTSBURGH**, 5th Ave. & **Smithfield St.**

Hotel Henry, 5th Ave. & **Smithfield St.**

Hotel Schenley, 5th Ave. & **Grant Boulevard.**

Standard Automobile Co., **Grant Boulevard** & **Bellefield Ave.**

For city map and points of interest, see **Pittsburg Section**, Vol. 3.

For diverging routes, see **Index map**, **Pittsburg Section**, Vol. 3.



Map of the Erie-Pittsburgh and Pittsburgh-Erie routes. For the lines between Cleveland and Pittsburgh, see Vol. 4.

Route 612—Pittsburgh to Erie, Pa.—133.4 m.

Route map, above

Reverse route, No. 611

Crossing the Allegheny River into Federal St. and Perrysville Ave., thence north through Perrysville, Zelienople, Harmony, MERCER, MEADVILLE, Seagertown, Venango, CAMBRIDGE SPRINGS and Waterford, entering Erie by the Waterford Road and State St. Very hilly trip, with many sharp turns; roads variable—mostly dirt, with considerable clay and some macadam. In settled weather the going averages good for hilly country, but if the trip is made in wet weather (which is not advised) car should be equipped with chains.

This route was covered by the Blue Book car in the summer of 1908; since that time some changes have taken place in the roads, so that the directions and distances may not be specific at all points.

MILEAGES

Total Intermediate

0.0 0.0 **PITTSBURGH**, 5th Ave. & Smithfield St.; business center.

Start northwest (toward the Allegheny River) on 5th Ave.

0.2 0.2 Turn right on Market St., jogging left across Liberty Ave. (0.3 m) into 6th Ave., passing under RR.

0.5 0.3 Pay 5c toll and cross long iron bridge (Allegheny River) into Federal St.; pass under RR. (station on left—0.8 m), and follow Federal St. car-tracks uphill.

1.6 1.1 Leave Federal St. by turning sharp left with trolleys on Perrysville Ave., which follow out of the city—sharp right turn (2.0 m) and several curves beyond.

Erie, Penna., Section

Route 612

- 5.7 4.1 Irregular 4-corners (conspicuous signpost); turn left—away from car-line—striking plank road (6.8 m).
- 6.9 1.2 Fork; bear left, down winding grade—**caution** for very sharp left curve (7.2 m), then straight ahead across trolley at **West View** (7.6 m).
- 9.1 2.2 **PERRYSVILLE**; direct through—**caution** for sharp right turn (9.4 m).
- 9.5 0.4 Fork (hotel in center); turn left.
- 10.9 1.4 Keep to right on main road—**caution** for sharp left curve (11.1 m)—and very bad curves (12.6 m), thence direct on the Plank Road to
- 15.9 5.0 **WEXFORD**; direct through, avoiding right-hand road (16.6 m, where the Plank Road ends), by keeping to left on main road.
- 18.7 2.8 Cross stone bridge at Brush Creek, and at fork immediately beyond keep to left, straight ahead through hamlets of **Thorn Hill** (19.5 m) and **Ogle** (22.5 m). Avoid all side roads by following main thoroughfare—**caution** for dangerous curves (24.8 m & 27.0 m).
- 29.1 10.4 **ZELIENOPLE**; direct through.
- 29.3 0.2 End of road; turn right, following main road under RR. (30.7 m), into
- 30.8 1.5 **HARMONY**; turn right (auto club sign), across iron bridge (31.0 m).
- 31.8 1.0 Fork; keep to left; (right road leads to Butler).
- 34.4 2.6 **Middle Lancaster**; straight through on main road, avoiding left-hand road (38.7 m).
- 40.2 5.8 **PORTERSVILLE**; direct through.
- 40.8 0.6 Fork with sign; take the left-hand road—**caution** for RR. crossing at foot of grade (44.5 m). Cross iron bridge (44.6 m), straight ahead through prominent 4-corners (45.0 m)—**caution** for steep downgrade with waterbars (46.4 m), crossing another iron bridge (46.7 m).
- 47.8 7.0 **Harlansburg**; straight through, passing left-hand road (48.1 m) and right-hand road (48.3 m).
- 55.7 7.9 **Leesburg**; direct through, crossing RR. (56.7 m), iron bridge (57.4 m) and RR. (57.7 m) into
- 62.4 6.7 **MERCER**, park on right.
Hotel Reznor, on left.
- 62.6 0.2 Fork; keep to right on main road, crossing bridge (62.9 m).
- 63.0 0.4 Fork; keep to left, crossing RR. and iron bridge (67.7 m).
- 68.1 5.1 Bear left on main road, crossing RR. (75.3 m).

TRUFFAULT-HARTFORD
SHOCK ABSORBER

Make
Motoring on
Rough Roads Safe

Hartford Suspension Company, 135 Bay St., Jersey City, New Jersey.

Route 612

Erie, Penna., Section

- 75.4 7.3 3-corners; take the right-hand road.
- 77.6 2.2 **Sheakleyville**; straight through, and also through prominent 4-corners (80.4 m—left leads to Conneaut Lake). **Caution** for long steep downgrade (83.9 m).
- 84.4 6.8 **Custards**; direct through, crossing iron bridge (84.9 m). Bear left through cross-roads (85.3 m) and ascend grade with bad water-bars. Cross RRs. (88.8 m), and avoid left-hand road (89.0 m) by keeping right—upgrade, coming in sight of Meadville (90.4 m). Descend long grade, crossing iron bridge (90.9 m) into Pennsylvania Ave., Meadville.
- 92.1 7.7 Turn right across iron bridge (French Creek) into Mercer St., crossing 2 RRs.
- 92.3 0.2 End of Mercer St.; turn left on Water St.
- 92.7 0.4 **MEADVILLE**, Water & Chestnut Sts., business center. Turn right on Chestnut St., with one line of trolley.
- 92.8 0.1 Leave trolleys by turning left from Chestnut St. into Park Ave.
- 93.4 0.6 Irregular 4-corners; turn left from Park Ave. into Baldwin St.—straight ahead on brick pavement, crossing RR. (96.7 m).
- 97.0 3.6 Turn left through covered bridge (French Creek).
- 98.0 1.0 Turn right—downgrade (**caution** for left turn, 98.1 m).
- 98.8 0.8 Turn right across bridge (French Creek) and immediately left, following trolleys through Main St.
- 99.2 0.4 **SEAGERTOWN**; straight through, crossing trolley (99.7 m) and RR. and trolley (100.1 m).
- 100.9 1.7 End of road; turn left across RR. and immediately right, crossing trolley (101.0 m). Follow tracks over iron bridge (French Creek—101.2 m), crossing trolleys twice into
- 103.5 2.6 **VENANGO**, central 4-corners.

As the map shows, there is a somewhat shorter way from Venango to Erie through Edinburg; but most tourist travel takes the longest line through Cambridge Springs, given herewith.

Turn right with the trolley, bearing left with tracks (103.9 m), across iron bridge (104.2 m). Cross trolley and RR. (104.9 m), turning left (105.1 m); rejoining trolley (105.4 m), follow same into Venango Ave.,

- 107.4 3.9 **CAMBRIDGE SPRINGS**, RR. station on left.

Hotel Russide, Fountain Ave.

Hotel Bartlett, 257 Main St.

Engstrom's Fireproof Garage, near all hotels.

Cross RR. and iron bridge (107.7 m), straight ahead on N. Main St., through cross-road (107.8 m).

Section Index Maps SHOW OUTLINES OF ROUTES AND ALL CONNECTIONS.
FOR Laying Out an EXTENDED TOUR USE **Graphic Trunk-Line Chart**

Erie, Penna., Section

Route 615

- 108.1 0.7 Fork; take the left-hand road, passing lake (on left—117.4 m), and crossing iron bridge (118.0 m).
 118.2 10.1 **WATERFORD**, straight through.
 118.6 0.4 Fork; take the left-hand road.
 119.1 0.5 Fork; take the right-hand road, following main-traveled road for several miles.
 129.0 9.9 Triple fork; straight ahead on the middle road, with telephone line.
 130.6 1.6 Fork; take the right-hand road, passing through 4-corners with watering trough (131.5 m), same thorofare becoming State St., Erie. Continue under Nickel Plate RR. (132.5 m), across 18th* St. (132.6 m), and under L. S. & M. S. RR. (132.9 m), straight ahead on State St. to
 * For Buffalo and intermediate points, turn right on 18th St.; see city map and pick up Erie-Buffalo schedule at 0.8 m, Route 601
 133.4 2.8 **ERIE**, State St. at park, business center.

Reed House, opposite the park, French & 5th Sts.

Irwin's Garage, 513-515 French St.

Star Electric & Garage Co., 609 French St.

For city map and points of interest, see Erie Section, page 761.

For diverging routes, see Index map, Erie Section, page 760.

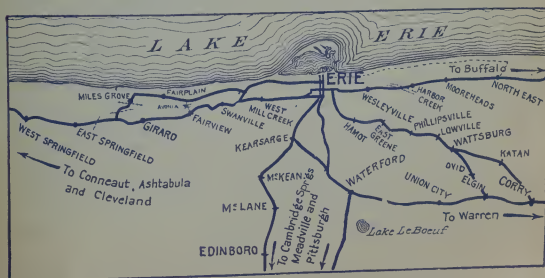
For through connections, see Trunk-line Index map, page 1B.

Route 615—Erie to Corry, Pa.—36.8 m.

Contributed notes—route not covered by the Blue Book car.

South on Peach St., following car-lines past fire engine house on the right at 26th St.; continue straight ahead over macadamized road, still following trolley to Kearsage (4.4 m). Continue along trolley and cross bridge; $\frac{1}{4}$ mile beyond leave trolley, cross tracks and ascend hill. Cross steel bridge (5.3 m); continue straight ahead up a long hill and over rolling country to end of state roads (14.5 m). Straight ahead through Waterford (15.5 m).

South end of town. Eagle Hotel on right; turn left. A short distance beyond the cemetery, turn right, follow telephone poles on both sides of road to covered bridge (16.9 m). Cross RR. and immediately take right fork, continue straight ahead, following telephone poles to and



Map of the principal routes radiating from Erie, Penna.

Route 618

Erie, Penna., Section

through covered bridge (21.2 m). Continue straight ahead to Union (23.8 m) on main thorofare; at High St. turn left railroad tracks and pass cemetery on the left, straight ahead to and through Beaverdam and continue straight ahead to Corry (36.8 m).

Route 618—Erie, Pa., to Jamestown, N. Y.—57.8 m.

Route map, opposite

Reverse route, No. 619

Via Northeast, Pa., WESTFIELD, MAYVILLE, and the Chautauqua Assembly Grounds, entering Jamestown by Fairmount Ave. and 3rd St. Within a few miles of Lake Erie to Westfield, thence across the hills to Mayville, and along the southwest side of Chautauqua Lake to Jamestown. A fine trip in settled weather.

MILEAGES

Total Intermediate (For this and optional exits, see Erie city map, page 761.)

0.0 0.0 **ERIE, State St. at park, business center.**

(Through trips from Cleveland and intermediate points may connect into this route at 18th and State Sts.—0.7 m in the next paragraph—without going into the business center; see Erie city map.)

Start nearly south on State St., passing under L. S. & M. S. RR. (0.5 m).

0.7 0.7 **State & 18th Sts.** (route from Cleveland and intermediate points comes in from the west); turn left with one line of trolley into 18th St.

1.9 1.2 Turn right (**caution**), following trolleys under RR.; curve left (2.1 m) over RR. viaduct, straight ahead on the "Buffalo Road."

7.1 5.2 **Slow down** (after passing power house, on left), for abrupt left turn over 2 RRs., and immediately right.

8.1 1.0 **Harbor Creek**; direct through, following trolleys into

15.3 7.2 **NORTHEAST, Pa., park on left.**

Straight through on main road, shortly leaving trolley to left.

18.7 3.4 Begin steep descent ("State Line Hill"), turning left (18.8 m) across iron bridge (18.9 m). Ascend corresponding grade and pick up trolley, following same on fine gravel road across **State Line** (19.9 m).

22.7 4.0 **RIPLEY, N. Y.**; direct through.

26.4 3.7 **Caution** for square right turn over 2 RRs. at Forsythe Crossing—then direct with trolleys across long highway viaduct into

30.7 4.3 **WESTFIELD, park on right, business center.**

Portage Inn, North Portage St., near Main St.

Turn right with one line of trolley on South Portage St.; leaving car-tracks (to right—31.3 m), continue straight ahead across RR. (31.4 m), iron bridge (31.9 m), and trolley (32.2 m). Follow direct road up and down grade, coming to fine view of Chautauqua Lake (36.2 m).

37.2 6.5 **MAYVILLE**; straight through center of town, descending gradual grade to the lake.

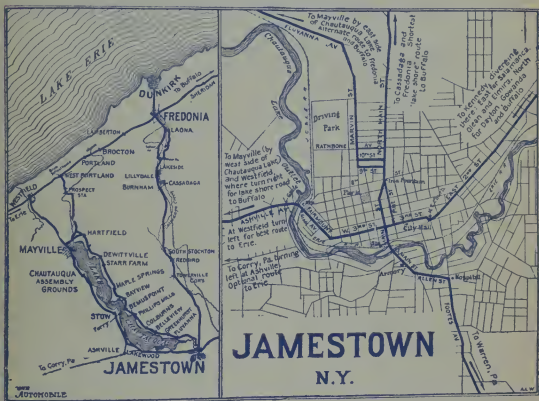
37.9 0.7 At shore of lake, turn right, following trolleys past **Mayville station** (on left—38.0 m).

38.2 0.3 Turn left across bridge over RR., following main-traveled road all way to

Erie, Penna., Section

Route 619

- 41.2 3.0 **CHAUTAUQUA ASSEMBLY GROUNDS** (on left).
Straight ahead across 2 small bridges (42.9 m), passing
several roads on right and left.
- 46.4 5.2 **Stow** (small village); cross trolley, shortly leaving tracks
to left.
- 49.8 3.4 Turn left with telegraph poles, straight ahead across
trolley (50.7 m) and iron bridge (50.8 m); again cross
trolley (51.9 m) and RR. (52.2 m), passing under RR.
(52.3 m).
- 53.1 3.3 [At this mileage, left-hand road leads into **Lakewood**];
continue straight ahead, same thorofare becoming Fair-
mount Ave., Jamestown. Cross RR. (56.8 m) and im-
mediately bear right over iron bridge (57.0 m) and RR.
(57.1 m), ascending grade to
- 57.4 4.3 End of Fairmount Ave.; turn left, following trolley on
3rd St.
- 57.8 0.4 **JAMESTOWN**, 3rd & Main Sts., business center.
Jamestown Garage Co., 2nd & Cherry Sts.



Map of Jamestown, N. Y., and the best routes to and from Lake Erie.

Route 619—Jamestown, N. Y., to Erie, Pa.—57.8 m.

Route map above

Reverse route, No. 618

Skirting the southwest side of Chautauqua Lake to MAYVILLE, thence
across to WESTFIELD, following the lake shore road balance of way to
Erie. A fine trip in settled weather.

MILEAGES

Total Intermediate

0.0 0.0

(For this and optional exits, see Jamestown city map above.)

JAMESTOWN, 3rd & Main Sts., business center.

Start nearly west on 3rd St., following the trolley.

- 0.4 0.4 Leave trolley by turning right on Fairmount Ave., down-
grade across RR. (0.7 m) and iron bridge (0.8 m). Bear
left across RR. (1.0 m), leaving trolley (to right—3.3 m),
by keeping straight ahead on main road.

Route 619

Erie, Penna., Section

- 4.7 4.3 [At this mileage, right-hand road leads to Lakewood]; continue straight ahead under RR. (5.5 m) and across RR. (5.6 m) and trolley (5.9 m).
- 6.1 1.4 Cross small bridge and at fork immediately beyond take the right-hand road, straight ahead across iron bridge (7.0 m) and trolley (7.1 m).
- 8.0 1.9 End of road; turn right.
- 11.4 3.4 **Stow**; direct through small village, shortly leaving trolley to right. Pass left-hand road (13.5 m), straight ahead across 2 small iron bridges (14.9 m).
- 16.6 5.2 **CHAUTAUQUA ASSEMBLY GROUNDS** (on right).
- 18.1 1.5 Fork; take the right-hand road—closer to the lake.
- 19.6 1.5 Cross bridge over RR. and turn right immediately beyond, following trolley past **Mayville station** (on right—19.8 m).
- 19.9 0.3 Turn left, upgrade into the main street of
- 20.6 0.7 **MAYVILLE**; straight through on main road, up and downgrade, crossing trolley (25.6 m).
- 25.7 5.1 Fork; take the right-hand road. Cross iron bridge (25.9 m) and keep to the right, crossing RR. (26.4 m). Picking up trolley (26.5 m), follow same on S. Portage St. to
- 27.1 1.4 **WESTFIELD**, Main & Portage Sts.
Portage Inn, North Portage St., near Main St.
 Turn left on Main St., crossing long viaduct.
- 29.4 2.3 **Special caution** for abrupt right turn over 2 RRs. at **Forsythe Crossing** and immediately left.
- 35.1 5.7 **RIPLEY, N. Y.**; direct through **State Line** into Pennsylvania.
- 38.8 3.7 Curve left, down steep grade (**State Line Hill**); cross iron bridge (38.9 m), and ascend grade, curving right—straight ahead into Main St.
- 42.5 3.7 **NORTHEAST, Pa.**, park on right. Continue straight through on Main St., following trolley through Harbor Creek (49.7 m).
- 50.7 8.2 **Caution** for abrupt left turn across 2 RRs. and immediately right—straight ahead to the edge of Erie, crossing viaduct over RR. (55.6 m).
- 55.7 5.0 Turn right (**caution**) with trolley under RR., curving left (55.9 m) into 18th St., straight ahead to State St.
- 57.1 1.4 **18th & State Sts.**
 (Through trips to Cleveland and intermediate points may connect here with the Erie-Cleveland line—at 0.7 mile, No. 603—without going into the city.)
For center of Erie, turn right on State St., which follow under L. S. & M. S. RR. (57.3 m) to
- 57.8 0.7 **ERIE, State St. at park**, business center.

Reed House, opposite the park.

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For city map, see Erie Section, page 761.

For diverging routes, see Index map Erie Section, page 760.

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